The PSV industry's leading news weekly for the UK and Ireland

COACH AND BUS WEEK

CBW

ISSUE 664 February 3 2005 £1.50

Tour News

National Trust freezes Scots group rates

Pages 17-18

School's in!

Enviro300 is new kid on the yellow bus block

STOP PRESS: MEGA MERGER - AFTER YEARS OF RUMOURS...

...Wallace Arnold and Shearings set to join forces - pages 4-5

Business can't wait

British Travel Trade Fair, 2 – 3 March 2005, Hall 12, NEC, Birmingham, UK

British Travel Trade Fair 2005 will provide a vital business platform for all Coach Operators with an interest in UK tourism.

With over 400 suppliers of British tourism including destinations, attractions, hotels and travel services and approximately 3,000 visitors, British Travel Trade Fair's environment is conducive to your business.

For fast-track entry to the UK's annual premier business-to-business travel and tourism event, pre-register at **www.britishtraveltradefair.com/cbw**

Or contact

Tel: +44 (0) 1727 738860
Fax: +44 (0) 1700 578977
Email: bttf@datacosystems.com

British Travel Trade Fair
2-3 March 2005
NEC, Birmingham

Pre-register for and attend British Travel Trade Fair 2005 with the opportunity to win a high speed, high thrills, high class, VIP day out at Haynes International Motor Museum. Whether you love a classic or modern day, now's your chance to experience them.

Haynes Motor Museum International Collection

British Travel Trade Fair is organised by Reed Travel Exhibitions on behalf of VisitBritain, Tourism Ireland, VisitScotland and Wales Tourist Board

marketing birmingham
Marketing British Tourism VISIT BRITAIN
Ireland
Visit Scotland
BWRDD CROESO CYMRU WALES TOURIST BOARD
Reed Travel Exhibitions

CONTENTS

News - Wallace Arnold/Shearings merger; lowfloor yellow school bus from Alexander Dennis, and Neoman plans to solve DDA problems with lowfloor decker coach **4-11**

News Analysis - Neoplan has big ambitions for the future, as Mark Williams discovers **12-14**

Tour News - Eurotunnel suffers 12% reduction in coach traffic - but Chinese could boost visitor numbers..... **17-18**

Licensing & Legal - Abbeyways fleet cut **20-21**

Letters - Readers respond to provocative Open Platform piece. **22**

Technology - Martin Cole reveals Wayfarer's roadmap to the future of ticketing **24-25**

Open Platform - Fifteen-metre coaches will soon be legal in this country, but does their length really offer any advantages? **28-29**

Fleet Upgrades - New Irisbus EuroMidi scores highly for Diplomat Travel **30**

What's New New puncture-resistant tyres offer improvements in safety, and vehicle downtime **32**

recycle
When you have finished with this magazine please recycle it.

Coach and Bus Week is a member of the following organisations:

COACH TOURISM COUNCIL
Promoting Travel and Tourism by Coach

cpt

ABC

All material which is published remains the copyright of Emap Active Ltd. No part of this magazine may be reproduced in whole or in part without the written permission of the publishers. *CBW* cannot accept responsibility for unsolicited manuscripts, photographs, or other material. On sale every Thursday. Member of the Audit Bureau of Circulation

COACH AND BUS WEEK CBW

For all *CBW* contact names and phone numbers please turn to page 22

emap active

Want to work for us? Visit www.tastelifegetpaid.co.uk

CBW says

Mark Williams, Editor, *CBW*, Emap Active, Bretton Court, Bretton, Peterborough PE3 8DZ
or e-mail *mark.williams@emap.com*

Contracts? What contracts?

IT'S rarely that ministers have much of any substance to say at annual dinners, and in that respect, Alistair Darling's address to the CPT members was unexceptional.

The preceding speech made by Steve Clayton, the incoming president of the Confederation of Passenger Transport, implored the Government to devote more of its time to persuading councils to Think Bus. It is a sentiment I've heard consistently for the last ten years, and is still the most important theme for any progressive public transport operator.

The problem remains that painting bus lanes on the road isn't a vote-winning council policy. Never mind that those same councillors espouse the aims of Saving the Planet on virtually every piece of recycled paper that spews from council offices. It's suddenly not such a good idea if it means Jeremy Clarkson writing to the local paper about traffic.

'Government must spend more time persuading councils to Think Bus'

Steve Clayton is probably as frustrated as the rest of us with the lack of Quality Partnership activity around the country. It would be fair to say that bus operators bear some of the blame for not viewing it as 'core activity' and focusing on fuel bills and wage claims instead of meeting councillors. But some PTEs aren't listening...

Another senior bus manager I met at the dinner volunteered that he was fed up to the back teeth with council lethargy over public transport priority: "The gloves are off," he glowered, not that I ever discerned any signs of him pulling punches. Maybe he'd just mentally analysed the words of Alistair Darling.

To précis, the Transport Secretary echoed that he was fed up with council lethargy over public transport priority but, and here's the crunch, if they got stuck, they could always ask him to hand over control of buses via, I presume, Quality Contracts.

My cynicism wasn't improved when, talking later to a lobbyist, I was told that the deal the Government had done last year to pacify those councils who really want to run buses and trams (again) wasn't going to last forever. As I left the dinner for the station, I felt sure I'd smelled the whiff of a climbdown.

● I don't recall the first time I heard the rumour that Wallace Arnold and Shearings will be merging. Suffice to say that the paint I have watched since then has dried, flaked, peeled off and been discontinued at B&Q.

And just when I thought it was safe to assume that it might never happen, it does. Well, it nearly does. Only a sheaf of paperwork, seven months and a nod from the OFT stands between Wigan and Leeds now.

Hopefully, we've answered most of the questions in your mind in our story on pages 4 and 5, apart from the obvious ones about the new management structure, how the equity is split between the remaining shareholders and some more minor issues.

Actually, there's one major issue which remains go be answered; does 3i go with the blue or the brown livery?

Mark Williams, Editor

DO YOU GET YOUR OWN COPY OF *CBW*? IF NOT RING 01858 438847 TO SUBSCRIBE
1 year (renewal) £59 (UK) 1 year £69 (UK) 2 years £120 (UK) 1 year (Europe) £115 1 year (ROW) £140

Shearings and WA

New company will form a

MARK WILLIAMS EDITOR

AFTER years of speculation, coach holiday giants Shearings and Wallace Arnold's parent company, Coach Holiday Group(CHG), are set to merge.

The two touring and hotel specialists, which were both bought out by management in the mid-1990s, announced the merger shortly before *CBW* went to press. It will create a £200 million company with 400 vehicles, 3,400 employees and 40 hotels.

The major shareholder of the new company, WA Shearings, will be venture capital company 3i, which will hold 67.8% of the equity. 3i is already a major shareholder in CHG, whereas 61.5% of Shearings is held by an institutional investor group led by Bridgepoint.

"This will be a transforming step for Shearings and CHG and we believe this merger presents an exciting opportunity for employees, customers, partners and shareholders," said John Slatcher, MD of Shearings. Part of the remaining 32.2% equity - held by a management structure as yet unannounced - will be offered as an employee share option scheme.

"The combination of the two businesses, with their strong brand awareness and discerning customer base, will significantly enhance our holiday offering, providing customers with greater choice and convenience," said Mr Slatcher.

Talking to *CBW*, Mr Slatcher said projected job losses amounted to around 1.5% - a figure which could be absorbed easily with natural wastage: "The strength of both companies is its people, and if there is to be any change to the way we save people costs, it will be in reducing our dependence on seasonal drivers and transport costs."

Mr Slatcher said there was no plan to lose either Shearings' Wigan base of that of WA in Leeds. He added that none of the minor brands within the group will be lost. WA's National Holidays, Caledonian Travel and Grand Tourer holidays will continue to be offered, but the WA Shearings brand would build on long-haul, air destinations such as Canada, America, Australia and New Zealand.

The new company claims reductions in infrastructure could deliver savings while the size of the new business will enable WA Shearings to make 'selective acquisitions' of other travel companies, not necessarily in coach touring.

The history of the companies' rivalry goes back to post-privatisation days, when Rank sold Shearings to a management buy-out. Subsequently, WA was put on the market by the Barr family and, despite a strong financial bid from Shearings, protests by WA staff saw the company also go to an MBO.

The new company would have projected turnover of £216 million and operating profits of £14 million, giving it a 14% share of the UK coach holiday market. However, its share of the coach

Neoman to launch lowfloor decker coach

NEOMAN is poised to launch a front-entry, lowfloor double-deck coach into the UK.

The A34 bus chassis currently under development for Hong Kong will be the base for the new concept, with design already off the drawing board and a prototype due to appear in October. The first bodybuilder will be Ayats of Spain.

Vince Welsh, MD of Neoman, told *CBW* the original bus chassis could meet the wheelchair accessibility rules from day one but, to get to 100km/h has needed a variety of modifications to the independent front suspension module.

"The thought process started when Translink in Northern Ireland started tendering for accessible inter-urban vehicles," Mr Welsh told *CBW* in an exclusive interview. "As Neoplan, we had made an attempt at meeting the regulation with the Skyliners sold to Stagecoach, but the market wants front entrance to the saloon area.

"We thought 'surely the third biggest chassis builder in Europe can come up with something?' and then Munich came up with the A34 as a starting point."

Mr Welsh said the double-deck bus chassis needed changes to the axle ratio and strengthening at the front axle to reach more than 7.1 tonnes, plus different tyres to give a genuine 24-tonne, 12-metre-plus coach variant, but that technical difficulties are now believed to have been solved.

"We are very close to getting it signed off for the UK, and I predict a prototype to look at in autumn. The delay is caused by the fact that the design engineers in Germany are on fire at the moment with so many other projects," said Mr Welsh.

Mr Welsh said the agreement in principle for Ayats to body the prototype would not compromise any other body builders from using it as a base for a new vehicle.

New decker could look like a lowfloor-chassised Bravo

● ***Neoman - all set for the next five years - see pages 12 and 14.***

set to merge

400-coach operation from the autumn

holiday market sold through travel agents could be much higher and, if above 25%, could trigger a monopolies investigation through the Office of Fair Trading.

And in a separate, exclusive interview with *CBW*, Shearings MD John Slatcher says he sees a great future for domestic coach touring.

"We're already predicting a great year here at Shearings. Bookings are between 15% and 25% up on last year - and last year wasn't bad, a flat year with no growth but in line with expectations."

Research announced with news of the merger identified the growing age of the population and the emphasis on service as major influences on the marketplace. Being able to control both the transport and the accommodation elements of the package is seen as a clear advantage. Shearings believes the over 55 market - the so-called 'grey pound' will be a growing sector in coming years.

"We're very pleased with the way it works. We put in a lot of innovation and, if any other operators tours are suffering, they might address this issue.

"I can see that coach tours in Europe might be flat but escorted fly-coach tours are still healthy and there is a growing number of people who want to see the UK and don't want to drive," Mr Slatcher said.

FACTFILE

- The merged Shearings and Wallace Arnold operation will carry almost one million passengers and employ more than 3,400 staff.
- It will run more than 400 coaches.
- ...and 40 hotels
- The company is worth £200 million.
- Combined sales for 2004 were approximately £216 million and operating profits £14 million.
- ...which gives the new group a 14% share of UK coach holidays.

Terravision set for Stansted expansion

STANSTED Airport operator Terravision Transport is set to expand its services to London after registering another 18 journeys per day.

The Italian-owned firm will run from Stansted to Moorgate, with some journeys extended to Victoria at peak times and early morning periods. The licence will allow it to run single-deckers up to 13.7 metres every day of the year. However, when *CBW* contacted Terravision at Stansted Airport, the company was unaware of this operation.

The move follows National Express' decision in May 2004 to operate its London-Stansted Airport service every 15 minutes, despite later that year taking over the Greater Anglia rail franchise, which also runs the Stansted Express rail service from Liverpool Street.

Time rules have impact - survey

NEW timekeeping rules introduced in January by the traffic commissioners will have a major impact on a third of bus operators, according to *CBW*'s latest reader survey on *www.cbwnet.co.uk*

The rules say that, for frequent services, six buses per hour must depart and, for timetabled services, 95% must depart within the six-minute window. However, more importantly for operators, there is more leeway when services are unexpectedly disrupted for more than a short time, for example, by roadworks.

A new absolute minimum standard operators must attain of 70% of buses departing within the six-minute window was also introduced.

The results from *CBW*'s survey - the latest in a series examining the industry's views on key issues - show that 30.3% of operators say it will make a big difference, with another 15.15% saying the new rules will make some difference.

Just 9% of respondents said the rules would make no difference to their operations, with the balance, 45% agreeing that they would make "little difference" - but, despite this apparent indifference, the results show that the rules will affect more than 90% of operators to some degree.

Meanwhile, the success of *CBW*'s website continues to grow, with rapidly growing numbers of users from the Republic of Ireland. As well as the latest news before the magazine is printed, it also has Britain's most comprehensive on-line vehicle marketplace, with advertisers able to place, update and pay for their advertisements entirely on-line.

HOW MUCH IMPACT DO TIME RULES HAVE ON OPERATORS?

A big difference	30.30%
Some difference	15.15%
Little difference	45.45%
No difference	9.09%

NEWS IN BRIEF

VOSA award

VOSA's operator self-service website has won two out of three awards in the e-Government 2004 competition. The success was confirmed on January 19.

Maltese drivers

Ten bus drivers from Malta are swapping the Mediterranean for the north of Scotland to work for Stagecoach Bluebird. Based in Aberdeen, pay rates are significantly higher than in Malta.

Transport study

JMP Consulting is to undertake a transport study around the towns of Ilkley and Otley. It includes local bus services, a midibus network, and community and social transport schemes.

Bus named

Southampton Uni-Link named a bus after regular passenger Daphne Topple earlier this month.

Yellow bus ride

First Cymru gave children from Clase Primary School a free ride in a US-style yellow bus last week to take them to the Environment Centre in Swansea.

Driver fined

A bus driver who went on the run for more than four years after running over an 85-year old man was fined £500 last week, and told he can pay it off at just £10 a week. Edward O'Rourke was also banned from driving for three years.

Pupils hurt

At least 20 pupils were hurt last week when a double-decker school bus rolled over in Watford. Most injuries were minor but three children were treated for more serious injuries. Police are investigating the accident.

Buses donated

Seventy-five vehicles have know been donated to the Asia Bus Response appeal, with Translink, East Yorkshire Motor Services and Emsworth & District Motor Services among the latest donors.

Premier launched

Travel West Midlands' £1 million Premier 997 services was launched at the end of January in a 'rolling launch' that covered several important areas on the route.

First set to buy Black Prince

Deal would give group total monopoly

ANDY JAROSZ CORRESPONDENT

YORKSHIRE'S best known independent operator, Brian Crowther, is preparing to hang up his boots and retire from the transport industry.

Agreement has been reached for the transfer of his business, which operates as Black Prince Buses, to First West Yorkshire. After 35 years of running the family business, and 18 years of head-to-head competition on bus routes in Leeds, Brian, who is now 64, is bowing to health pressures and planning to cease operations, albeit with a heavy heart.

The deal, which would give First a total monopoly of commercial routes in Leeds, has yet to pass its regulatory hurdle, and final terms have yet to be resolved. Essentially, however, if the Office of Fair Trading approves the sale, the right to operate the commercial services, and all of Black Prince's existing staff will transfer to First.

First is not planning to buy the business, which is profitable on a turnover of £2.8 million, nor is it planning to take over the 45 buses and 48 licences of the company, but it will take over the eight commercial routes and some tendered workings plus up to 100 staff, which includes over 70 drivers.

Black Prince Coaches was founded by Brian in 1969, after a lifetime of working for British Rail as an inspector at Leeds Central station, and initially operated contracts, private hires and express coaches. On deregulation day in 1986, the company was one of the 'magnificent seven' private operators to challenge the large incumbent and is the last remaining one today.

The company has resisted hundreds of competitive strikes and tactics over the years to remain in pole position on the Morley to Leeds corridor. Its fleet size peaked at over 60, but the coaching side of the business was wound up nearly eight years ago.

Brian has no plans for the future but his hands-on control will be a wrench to give up. "If the sale goes through, it will take me nearly a year to wind up all the affairs and, if it doesn't, we have an action plan for the future," he said. "The whole thing fills me with sadness but the reality is that costs are going up and we are all getting older."

Mr Crowther blames insurance costs, fuel costs, First's day tickets, and Metro's parsimonious attitude to secured services and ticketing revenue for making the margins tighter. "It's not an easy industry today, but I've enjoyed every day and I have some of the friendliest drivers you will ever meet. Some of them have remained with me from day one, all those years ago."

Black Prince is being sold after 36 years

Bright-Tech Developments Ltd.

Destination Displays and On-Bus Systems.

Light-Tech Led Displays

Light-Tech upgrades:-
New Coloured LED Displays.
New Curved Displays.
New High-Definition Models available.
New Driver's Controller.
New Operating System.
New High-speed Data Transfer.
New MMC Flash Packs - No PMU required.
New Multi-Lingual Text Input.
New Freehand Symbol Formatting.

PowerBlind upgrades:
New Driver's Controller.
New bar code error detection.
New Flash EPROM facility.

New MK 4 PowerBlind Displays

BRIGHT TECH DEVELOPMENTS

Fleets Point House, Willis Way, Poole, BH15 3SS.

Tel: 01202-679-627 Email: sales@bright-tech.co.uk

BRIGHT TECH DEVELOPMENTS

Buses: Darling has 30-year plan

SECRETARY of State for Transport Alistair Darling said long-termism would be the only way to cure Britain's transport blues.

Speaking at the CPT Annual Dinner at the Park Lane Hilton, last Thursday, Mr Darling warned bus operators to be patient, as he had outlined a 30-year plan of progress to turn around 30 years of neglect.

"We are putting investment into transport," said Mr Darling. "There has been £75 million a week spent out of the public purse on railways."

But he said the decision to refuse a grant for West Yorkshire PTA's light-rail scheme earlier this year had more to do with escalation of costs than disaffection with trams: "Where light rail works it works well but costs must be kept under control. We were faced with massive cost escalations."

Mr Darling said he agreed with Steve Clayton's observations about local authorities: "Where it works well is a good council and a good public transport company. We will

CPT president Steve Clayton

be supporting Quality Partnerships where public and private bodies are working together.

"We want councils to provide more help for operators but it will need a step change. I can assure you we will not return to the regulated world of the 1980s. We will look at giving the local authorities greater control over bus services but they will have to come to me. We won't offer control simply because the councils and bus companies won't work together."

Mr Darling outlined his views of road pricing, which he said might follow the model being devised for trucks: "Looking ahead, it's clear we can't build our way out of problems.

"We are charging trucks for road use but with other tax cuts this should prove cost-neutral to domestic operators. Will this work for buses? I believe it could be effective."

Mr Darling then talked of a "better choice and better deal for motorists", which he said could be made to pay for road use via emerging technologies.

Volvo wins largest bus order

THREE operators in Santiago, Chile have jointly ordered 1,667 buses - creating the largest single order for Volvo Buses.

Earmarked specifically for operation on Santiago's new public transportation system, which includes dedicated bus lanes, the order includes 1,157 340bhp B9SALF articulated buses, and 510 B7RLE citybuses. The operators involved in the scheme are Subus Chile, Express de Santiago Uno and Inversiones Alsacia.

The 1,157 18.5m articulated bus chassis will be manufactured in Volvo's plant in Curitiba, Brazil. The company's Boras facility in Sweden will build the 510 B7RLE chassis. Body manufacture will be split between three Brazilian companies - Marcopolo, Induscar/Caio and Busscar. Deliveries will commence June this year and continue up to and including February 2006.

Santiago is running the largest public transport modernisation project ever seen in Latin America. Currently anyone can operate buses there and there are some 3,500 bus operators acting with little or no co-ordination. Under the new transportation system, Transantiago, operators will be reduced to just 15 comprising many smaller operators collaborating in consortium.

Designed as a Bus Rapid Transit system (BRT), Santiago's project consists of five corridors intersecting the city with buses running in segregated bus lanes. It is similar to systems already implemented in Brazil's Curitiba and Bogota, Colombia. Experience to date suggests passengers experience shorter journey times and less waiting time. Passenger growth has been significant and emissions reduced substantially.

Van Hool Alizées boost coast-to-coast service

WEST-Dublin based Eirebus has taken delivery of five Van Hool Alizée coaches for their duties on Citylink's prestigious Dublin to Galway service (right). The entry into service of these vehicles on the high-profile express service has already provoked favourable comment.

EVENTS

February 9: Transport Communications: Getting it right, One Whitehall Place, London. 020 7787 1210

February 22: Driving at Work fleet workshop, Hilton Edinburgh Airport Hotel. 01484 559909 *acasper@brake.org.uk*

February 23: Making Transport Choices Locally and Regionally, One Whitehall Place, Westminster. 020 7787 1211

February 24: Affordable Mass Transit, CBI Conference Centre, London. 01224 263134

March 1: Managing Fleet Safety Seminar, Glasgow. 0800 977 4088

March 2-3: British Travel Trade Fair, NEC. *www.britishtraveltradefair.com*

March 8-9: Major Projects and the Environment, One Whitehall Place, Westminster, London. 020 7787 1210

March 8-10: International Forecourt & Fuel Equipment Show, NEC Birmingham. 01293 613400

March 11-13: Coach Tourism Council Conference, Novotel Bristol. 01227 762200

March 15-17: Bonded Coach Holidays Conference, Callela, Spain. *karenh@cpt-uk.org*

March 22: Managing Fleet Safety Seminar, Belfast. 0800 977 4088

March 30-31: London Transport Awards Dinner & Conference, Park Lane Hilton, London and CBI Conference Centre. 01224 263164

April 5-9: Solutrans 2005, Eurexpo Exhibition Center, Lyon. *www.solutrans.fr*

April 16-17: UK Coach Rally, Brighton

April 25-26: Confederation of Passenger Transport UK 30th Scottish Annual Conference, Gleneagles Hotel, Auchterader. 0131 272 2150

May 1-7: CPT Study Tour - Toronto and Montreal. 020 7240 3131

May 10-11: Association of Local Bus Company Managers annual conference, De Vere Belton Woods Hotel, nr Grantham. 01451 870932, e-mail *www.knowles@hotmail.com*

May 18-19: Coach Tourism 2005, Stoneleigh Park, Warks. 020 7973 6671

May 31-June 3: transport logistic 2005, Munich. *www.transportlogistic.de*

June 5-9: UITP World Congress and Exhibition, Rome. *http://www.uitp.com/rome2005/*

September 14-15: Passenger Transport Solutions, Olympia, London

October 5-6: Coach & Bus Live 2005, NEC, Birmingham. 0870 224 8617

CAN YOU REMOVE BONDED GLASS & PANELS QUICKLY, EASILY & WITHOUT DAMAGE?

ONE TOOL ALL GLASS ALL MOULDINGS EVERY TIME

Fast and easy cutting out of bonded glass and panels.

A range of blades designed especially for bus & coach glass.

Onsite training provided.

Ask for a copy of our video on CD and see for yourself.

BTB TOOLS
available from
ESPRIT
01782 565811
Email: sales@espritws.com
Fax: 01782 565766

ACGB
ALUMINIUM TANKS

Certified by BVQI
ISO 9001:2000
ISO 14001:1996
ACGB SA

Working with manufacturers for original equipment tanks

Reducing Vehicle Maintenance Costs

Working with operators for light, strong and durable aluminium replacement tanks to fit on existing models

ACGB (UK) Limited, Manor House Farm Woodford, Kettering, NN14 4ES
Tel:01832 735265 Fax:01832 731763 www.acgb.com info@acgb.co.uk

'Stop Fuel Theft!'

- Prevents access to tank, while allowing unrestricted filling.
- Prevents trash being put into tank
- Wide range to suit most coach and bus fuel tanks

Dipstop . . .

Contact JBL Mechanical Engineers
Sunnyside, Edgebolton, Shawbury, Shropshire SY4 4EI

Tel: 01939 251351
Fax: 01939 251051
Mobile: 07831 332913

SPF

STOKE PARK FINANCE LIMITED
The Studio, Kirkhill House, Broom Road East, Newton Mearns, Glasgow G77 5LL
Tel: 0141 639 1410 — Mobile: 07774 968 948 — Mobile: 07795 423952
Mobile: 07713 167197 — Fax: 0141 639 4785 E-mail: stoke-park@msn.com

WHATEVER YOUR REQUIREMENT . . .

LEASE PURCHASE
TAX BASED LEASING
DEALER/MANUFACTURER SUPPORT FACILITIES
HIRE PURCHASE
MARINE MORTGAGE
OPERATING LEASE
CREDIT LINE FOR FUTURE INVESTMENT

. . . STOKE PARK FINANCE LIMITED HAS THE SOLUTION

With a comprehensive range of hire purchase and lease products, the experience of the directors, added to our ability to provide services from a number of major financial institutions, Stoke Park Finance Limited can offer the solution to your enquiry. We also ensure there is minimum disruption to your valuable time and a value added service to assist the long term success of your business.

Please contact Ronnie Allan, Sarah Hardiman or Neil Hardiman at Stoke Park Finance Limited for a competitive quotation.

A nice Guy

John Grubb (left) accepts delivery from Phil Trennen

Rekindled Frank Guy production sparks new orders

THE FIRST of the new production vehicles to emerge from the re-established Frank Guy coach-building operation has impressed its new owner so much he placed an order for two more.

Emerging from administration, Frank Guy delivered its first Mercedes-Benz Vario 614D to Chesterfield Community Transport. Its manager, Roger Grubb, was not only delighted with the new vehicle but was enthusiastic about having his local coachbuilder back in business. He said: "Over the last seven years we have bought a lot of Frank Guy vehicles and most of our fleet of 25 have come from them. We've never had any issue with the quality. I can often buy a little cheaper but there is no substitute for having the coach-builder just down the road.

"My alternative means longer downtime if a vehicle has to be returned for repairs. Locally, we can call and the usual reaction is immediate response and they tell us to drop the vehicle in when we are passing and it is seen to immediately it arrives. It's an important consideration for us."

The new vehicle is a 16-seater with all positions mounted on floor tracking - offering flexibility to carry up to six wheelchairs. A PLS Access lift is mounted under the rear to board wheelchair passengers and a manual fold-out step built into the entrance step well to facilitate boarding for ambulant passengers.

The new bus will be used on the Dronfield Shopper service two days per week and on community transport activities for the remainder. The company also runs a number of special needs contracts for schools in the area. The Shopper is a door-to-door service provided to ensure elderly and disabled people in the area surrounding Dronfield can access the local shops and facilities. Much of the funding support for this comes from the North Derbyshire Primary Care Trust.

Fold-out step aids accessibility

Mr Grubb said: "Although this service clashes somewhat with local services provided by Stagecoach-owned Chesterfield Transport, it provides a more reliable means for our passengers to obtain travel. The lowfloor buses have limited capacity for wheelchairs, usually just one per bus, and access for disabled people is often at the discretion of the driver, who may not want to go through the manual boarding ramp sequence.

"We also find passengers waiting at stops may find the wheelchair space is taken. If they can't get on they have to wait half an hour for the next bus. If that space is taken as well you can see how difficult it is for disabled passengers to ensure they can meet appointments or other engagements. They would face similar problems coming home.

"By telephoning a reservation through to us they can guarantee a place and know just when they will be picked up and arrive in the town."

Chesterfield Community Transport's fleet consists mainly of coachbuilt minibuses. They are laid out with 2+1 seating to provide plenty of space. Wider bodies mean there is greater manoeuvrability for drivers or attendants when boarding and securing wheelchair passengers.

Apart from three Iveco minibuses and one Volkswagen, the rest of the fleet is based on Mercedes-Benz and the capacity ranges from ten to 28 seats.

Frank Guy sales manager Phillip Trennan said: "It has been very reassuring for us to regain business from Chesterfield Community Transport. We are beginning to build an order book now and, although February is looking a little bleak, the months ahead are more encouraging. In fact, we have been able to re-engage three more staff on the strength of orders coming in. Things are looking very positive but we realise we still have to tread very carefully and not try to bite off more than we can chew."

Chesterfield Community Transport was formed in 1988 with just three vehicles. Today, 24 of the 25 vehicles are equipped with passenger lifts and the fleet carries 150,000 passengers per year. Passengers pay an affiliation fee to belong to the CT scheme and other funding comes from charities, grants and vehicle hires.

Chesterfield prefers coachbuilt bodies for wheelchair transport

Lowfloor school bus

ANDY RODEN REPORTER

ALEXANDER Dennis is hoping to boost sales of its Enviro300 (E300) design with the launch of a new lowfloor school bus.

Based on a 12.5-metre Enviro300, the sChOOL bus (Alexander Dennis' name for the design) seats 60, all with safety belts and three-plus-two seating. Discussions, says ADL, are "well advanced" with a number of authorities and it expects the first to go into production in early summer for delivery before the new school term in September.

The launch of the new vehicle offers another option for schools operators in addition to established Scania and BMC designs. ADL chief executive Jim Hastie said: "First Group, in particular, has proved in recent years that the yellow school bus is a winning concept. Government research demonstrates that parents and pupils like the idea of dedicated yellow bus services. They not only improve child safety but - by helping to reduce the number of school journeys made by car - they contribute to a reduction in traffic congestion at peak times.

Alexander Dennis Enviro300 provides base

"We believe they will grow in popularity and that yellow school buses are here to stay. The Enviro300 is a tried and proven bus that can offer 60 seats, all with safety belts. We will also offer optional wheelchair layouts. The E300 provides an immensely rigid yet lightweight combination of aluminium and steel."

ADL claims the E300 is lightweight, strong and fuel-efficient and, with "clever packaging" is cost-effective for schools use. It says the development process has involved local education authorities and major schools operators. "This has given us a remarkable insight into the demands and expectations in this sensitive arena of operations," says Mr Hastie.

As well as the vehicle, ADL is also offering a support package of school transport literature, CD-ROMs and videos, aimed at providing teachers, pupils and parents with a comprehensive range of material on schools travel safety.

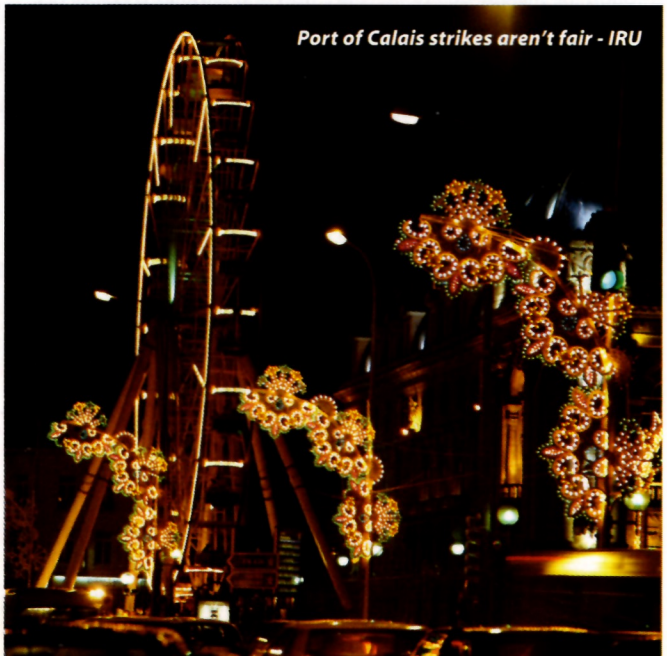
Another facet of using the Enviro300 as the basis for a school bus is that, when the time comes to sell it, operators may be

IRU condemns Calais strikes inaction

REPEATED unannounced strikes at the key international port of Calais, causing disruption to cross-Channel ferries between France and the UK, have prompted criticism of the French Government from the International Road Transport Union (IRU).

The IRU has expressed its discontent to the French Government, for ignoring its earlier appeal to introduce effective measures to uphold the principle of free movement of people and goods, enshrined in the fundamental treaty of the European Union and EU Regulation 2679/98, and that of freedom of transit, embodied in the World Trade Organisation agreements.

Martin Marmy, secretary general of the IRU, said: "Strikes mounted with little or no notice have now disrupted the flow of people and goods between Britain and France in October, December and January. After the previous strike, the IRU requested the French government to take action but it seems this appeal fell on deaf ears, so the IRU is now also raising this issue with Jacques Barrot, the European Commission vice president responsible for transport and Charlie McCreevy, European commissioner responsible for internal market and services."



Port of Calais strikes aren't fair - IRU

Allen bid barred

DOUGLAS Charles Allen, who had admitted running PSVs after the termination of an O-licence, the suspension of his PCV driving licence, with no insurance, and who had a string of convictions, has lost his bid for a new O-licence.

He had submitted an application for a standard international licence to authorise three vehicles. At a hearing in July 2003, South Eastern & Metropolitan Traffic Commissioner Chris Heaps considered nine offences of which Mr Allen had been convicted since June 2003 including at least four convictions for operating without an O-licence. Mr Allen also admitted he had operated PSVs while uninsured.

Following this hearing Mr Heaps suspended Mr Allen's PCV driving licence for six months from May 1 2004. Mr Allen appealed but the decision was upheld on June 16 2004. A further Public Inquiry was held in November last year to consider his application for a fresh O-licence.

At this hearing evidence was produced that Mr Allen had driven PSVs during the period of suspension of his PCV driving licence. Mr Allen had not revealed

Stagecoach doubles X5 links

REFURBISHED Coaches on Stagecoach's Oxford-Cambridge X5 route are at the core of a new twice-hourly frequency between the university cities.

It marks a £1 million investment and passengers can now book on a proportion of seats through Stagecoach's megabus.com website, with prices starting at £1.

Passenger volumes on the X5 route, which also links Bicester, Buckingham, Milton Keynes, Bedford and St Neots, have been growing at up to 8% in recent years. A year ago, Stagecoach increased the frequency on certain sections of the route, particularly between Oxford and Cambridge, which haven't enjoyed a direct rail link for many years. It now carries 350,000 passengers per year.

Stagecoach East MD Inglis Lyon said: "This investment is tremendous news for people in Oxford and Cambridge, as well as a host of locations in between.

"Around eight years ago there were virtually no public transport links between these two historic cities and even now there is no direct train service, so this is a significant improvement."

The upgraded services started on January 30, and 15 refurbished coaches operate on the route.

launched

able to reconfigure the seats to a conventional 2+2 layout, and repaint it, allowing its use as a conventional public service vehicle.

The first vehicles may enter service with First Group, which has been among the most enthusiastic advocates of yellow buses - but Alexander Dennis is yet to confirm details.

any convictions in his application because he said he believed that these had been "set aside" by a letter from Mr Heaps' office relating to his PCV driving licence.

Mr Allen believed that VOSA staff members had "lied in court" and he was seeking to have his convictions overturned.

He confirmed that he was the keeper of three of the vehicles which he claimed were being operated by A2B Coachways but they were "being sold on hire purchase to A2B, who employ the drivers." The partners in A2B paid Mr Allen 20% of the earnings from these coaches.

Mr Heaps said Mr Allen agreed that he owned three of the vehicles 'operated' by A2B, paid for the fuel, drove the vehicles and reclaimed VAT.

In a letter to Mr Heaps dated December 17 Mr Allen said he was "slowly becoming one team" with A2B, with whom (he) is merging."

Mr Heaps found that Mr Allen's failure to reveal his convictions affected his repute, as did convictions for road transport offences.

"The convictions also demonstrate that Mr Allen has, in the past operated PSVs after his previous O-licence had terminated," said Mr Heaps. "I find on the balance of probabilities that Mr Allen has continued to operate PSVs without authority... I find Mr Allen's conduct throughout was one of repudiation of the regulatory regime." He, therefore, refused the application.

NatEx sells empty seats

NATIONAL Express is hoping to let customers reserve two seats together when they book coach journeys to give those who want it more space.

The move, says spokesman Joy Williams, is based on customer research which shows car users value privacy and space most of all. The news made its way on to Radio Four last week,

Operational details are being finalised and further announcements are expected in the coming months, perhaps in time for the summer timetable.

2 Travel appeal delayed

SWANSEA operator 2 Travel's appeal against a public inquiry decision to restrict its operation has been delayed unexpectedly from its original February 8 date.

CBW understands no formal explanation has been offered for the delay and that the operator expects an appeal to go ahead in March or April.

A cornerstone of the decision was based around the company's financial standing, which was thought by the traffic commissioner to be insecure, despite assurances of funding.

GET YOUR OWN COPY!

SUBSCRIBE TODAY

COACH AND BUS WEEK CBW FOR ONLY £69

And never miss an issue of *CBW*

PLUS WE SEND YOU EACH YEAR

- FREE Coach Operator's Handbook worth £25
- FREE Coach and Bus Guide - a comprehensive directory worth £25 for operators

Coach and Bus Week is the news weekly for coach and bus operators

Subscribe today by simply calling

01858 438847 quoting CBWO

and make sure of your copy, each week

or fill in the form below and send to: emap magazines, FREEPOST, (EDO 3995) Leicester LE87 4AZ

Please select the nature of your business:
001 ☐ Supplier 002 ☐ Manufacturer 003 ☐ Dealer 004 ☐ Operator

I would like to subscribe to *Coach and Bus Week* for:
☐ 1 year (renewal) £59 (UK) (Quote ref: CBWN)
☐ 1 year £69 (UK) (Quote ref: CBWO) ☐ 2 years £120 (UK)
☐ 1 year Eire/Europe £115 ☐ 1 year Airmail £140
☐ I enclose a cheque for £..... payable to *Coach and Bus Week*
☐ Please debit my card for £.....
☐ Visa ☐ Mastercard ☐ Access ☐ Diners card

Card No: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry date:..... Start date:.....

Signed .....

YOUR DETAILS (block capitals please)

Name.....

Job Title..... Company.....

Address .....

.....

..... Postcode.....

E-mail .....

Tel.....

Your subscription will start with the next available issue. This offer is open to readers resident in the UK and closes July 31 2005. This offer cannot be used in conjunction with any other offer. Emap Active Ltd, publisher of *CBW*, discloses selected information about you with our sister companies who may contact you with details of products or services that may be of interest to you. If you DO NOT wish to be informed of any future offers, please tick the box ☐ or mention when phoning. Calls may be monitored for staff training purposes.

A look at the future

Neoplan/MAN company's new MD outlines the next four years

MARK WILLIAMS EDITOR

THE NEOPLAN/MAN company, Neoman Bus UK, has laid out plans to double its share of the new PSV market by 2007.

Managing director Vince Welsh says development of a complete range of vehicles from 7.5-tonne high-floor 'welfare' bus chassis to an all-new double-deck chassis to be launched this year would provide Neoman Bus UK with the impetus.

Mr Welsh says he expected the annual coach market to remain static for the next three years at around 1,000 vehicles and he is not expecting growth in citybus sales until 2008 - but, in the interim, the UK launch of Scania's Polish-built Omni-City would free up double-deck build slots at UK bodybuilders.

Neoman's sales push will be backed up by the development of an extensive service network which currently stands at 18 locations - mostly MAN ERF truck centres - but is expected to be grown to 25 this year, each having dedicated coach and bus specialists and some having separate service areas.

"We have set the ceiling at 40 service centres in which we must develop the coach and bus identity, including providing dedicated breakdown service and technicians," says Mr Welsh. "There are quite clear delineations between PSV and HGV - I would like to have completely separate bus workshops, although I don't know how realistic this is at some centres."

The development of this network and other initiatives will cost an additional £1 million a year, said Mr Welsh but, with manufacturers increasingly being asked for maintenance-inclusive finance deals - particularly by coach operators - it is vital for future business.

"More maintenance products are being asked for," he told journalists. "MAN ERF has 14,500 trucks on a maintenance contract. We see this as an extension of our truck business, into which we are confident we can accommodate coach and bus."

'Growth in bus only': Vince Welsh

EGR will be the route to sales success

NEOMAN has put all its development of Euro 4 into Exhaust Gas Recycling (EGR) as the technology that will reduce emissions.

While many manufacturers including Mercedes-Benz are backing Selective Catalytic Reduction (SCR), Neoman believes the additional cost and risks from having to stock urea, and the operational issues of using it, make EGR the best option.

'Nobody will be happy dealing with cow's urine.'

Mr Welsh admitted that EGR technology will reduce lubricant drain intervals but said that this is countered by the fact that MAN's engines are at the "upper end" when it comes to oil drain interval.

"The common belief is that SCR could be more fuel efficient and I have no reason to doubt it - but, as our 18.220 chassis already runs typically at 9mpg, compared with 8.25mpg for a typical, comparable Scandinavian chassis, we are not expecting much difference. You also have to ask what's the total coast of urea, including handling and storage," said Mr Welsh.

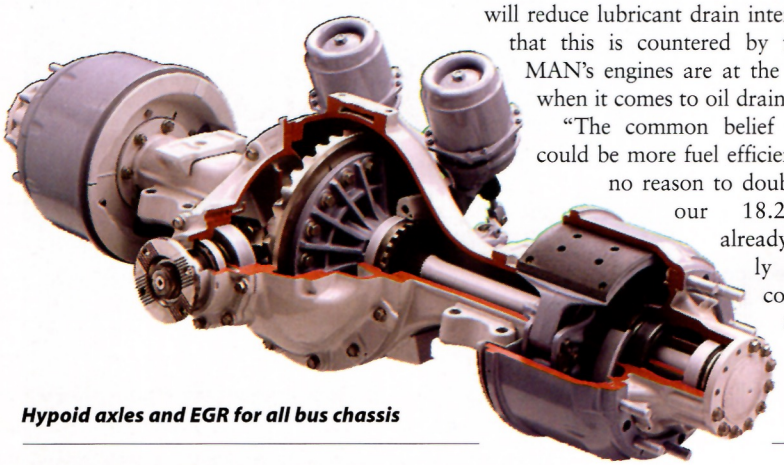
He said he believed most of the big bus operators would make their decision over which technology to back in the latter half of 2005 and that MAN would be ready with a full range of buses to meet the Euro 4 need without committing to the SCR infrastructure.

The first push for MAN will be on double-deck bus and its new chassis will debut at this year's October show," said Mr Welsh: "Any double-deck has to be to TfL specification. Our new chassis will have super-single rear tyres and start at 10.7 metres."

Mr Welsh said he did not anticipate any change to the supremacy of Scandinavian chassis builders in the next four years but said the problems that began with TransBus's demise had left operators looking for new suppliers.

"I believe the standing of the Dennis platforms will continue to decline. You have to ask what will be the Euro 4 effects on the market.

"The decision to take the SCR or EGR route has a much greater impact on bus operators than trucks. "If you have ten to 15 bus variants at the depot, you multiply that by 300 depots, how will you control implementation?"



Hypoid axles and EGR for all bus chassis

OPTARE

Tempo - prepare to be dazzled

Introducing the dazzling new Tempo from Optare. Styled for maximum passenger appeal, this new generation single decker will certainly turn heads – but there's more to the Tempo than just looks. Wide doors and a low floor offer easy access; contemporary fabrics, curved handrails and 'uplighting' throughout create a more pleasant ambience; the heating system creates a more relaxing travelling environment. It's smoother and quieter too, making journeys even more enjoyable. As society seeks to tempt motorists from their cars, the Tempo's superior specification provides operators with a high quality vehicle designed for the utmost in passenger satisfaction. Be enlightened: to find out more about the new Tempo, call Optare today on 0113 264 5182.

Optare Group, Manston Lane, Leeds, LS15 8SU Telephone 0113 264 5182 e-mail bussales@optare.com Website www.optare.com

Continued from page 12

MAN for all seasons

MAN BUS chassis should be available to every bodybuilder in the UK, MD of Neoman Vince Welsh said. Although the MAN chassis range is currently available only with East Lancs, MCV and Alexander Dennis bodies, Mr Welsh says: "We are already talking to the remaining three major body builders and I am confident we will soon have an alliance with one other. It would be my wish to be aligned with them all."

The development of MAN's vehicle modification unit (VMU) had opened the door to production of a complete range of citybuses from 9.3 metres to 12.8 metres, and 12, 14 or 18 tonnes, all equipped with a standard common rail 220bhp engine, Voith transmission as standard, disc braking all round, and hypoid axles.

"The facility to do chassis extensions will be very useful. We have been asked by Alexander Dennis to produce a 12.8-metre bus chassis, and Malta wants us to produce 5.5-metre wheelbase on a 14.220. With the VMU facility we could have nine to 12-metre buses all on the same, 14.220 chassis.

"We can get down to the 7.5-tonne class in high-floor chassis, also with EGR but our success in the market will be based on sales of 14t and 18t chassis - we've been very successful already in this area, with 700 of our A69 chassis in a number of variants in service with Stagecoach alone.

"How is it we have sold none to the rest? I don't know the full answer but Stagecoach says our chassis are the most fuel-efficient vehicle they have, so there should be more scope for sales."

All 'front' for MAN

IN A bid to improve MAN's standing in the bus market, Neoman has to strike a deal with primary double-deck builder ELC to provide vehicles with an MAN front end.

"Our buses need to start getting recognised as an MAN vehicle," said Neoman MD Vince Welsh. "I accept that inside a bus there are the hallmarks of the bus builder but outside we should have an identity."

Common rail engines will be in all chassis

MENTOR TO CONTINUE AS COACH DEALER

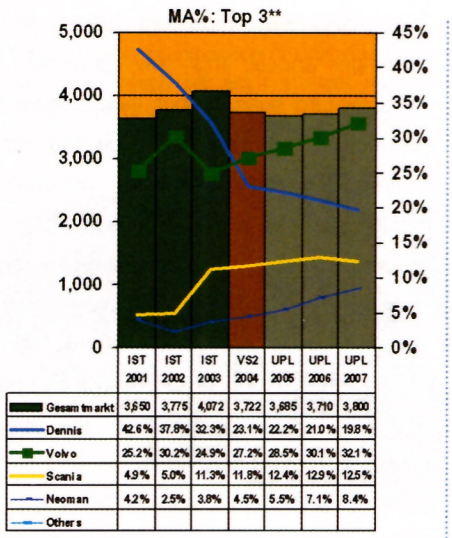
MENTOR is to sign a five-year contract to continue to be the central coach sales outlet for Neoplan in the UK.

"All the 18t to 24t Neoplan product will be supplied through Mentor," said Mr Welsh. "Mentor will get dealer status under block exemption rules - they do, of course, have sole rights currently as importer."

Mr Welsh said the competition rules meant it was no longer possible to prevent other dealers importing Neoplan, or prejudice any other trading arrangements a Neoplan dealer may have.

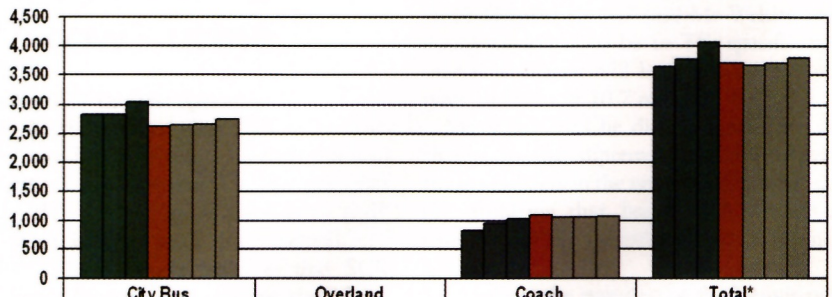
"We need Mentor. They have been very successful at sales and support and, in particular, in getting 50 Skyliners into Stagecoach, so they will remain the primary dealership for Neoplan. They offer a fantastic parts sales operation, too."

The launch of the Starliner II at the IAA exhibition in Germany last year will be followed by a roll-out of the right-hand drive model late this year. The revised Skyliner will arrive midsummer, he said.



	IST 2001	IST 2002	IST 2003	VS2 2004	UPL 2005	UPL 2006	UPL 2007
Gesamtmarkt	3,650	3,775	4,072	3,722	3,685	3,710	3,800
Dennis	42.6%	37.8%	32.3%	23.1%	22.2%	21.0%	19.8%
Volvo	25.2%	30.2%	24.9%	27.2%	28.5%	30.1%	32.1%
Scania	4.9%	5.0%	11.3%	11.8%	12.4%	12.9%	12.5%
Neoman	4.2%	2.5%	3.8%	4.5%	5.5%	7.1%	8.4%
Others							

MAN wants to be in top three chassis builders



	City Bus	Overland	Coach	Total*
IST 2001	2,827	0	823	3,650
IST 2002	2,829	0	946	3,775
IST 2003	3,037	0	1,035	4,072
VS2 2004	2,625	0	1,098	3,722
UPL 2005	2,640	0	1,045	3,685
UPL 2006	2,660	0	1,050	3,710
UPL 2007	2,740	0	1,060	3,800

Neoman's predictions of the next three years are for a growth in citybus

On the road to a safe and secure future. Mercedes-Benz Buses and Coaches.

CITARO

Makes your money go a long, long way

▶ **At a time when demands for value and quality are greater than ever, it comes as no surprise that the Mercedes Benz Citaro continues to outperform its rivals.**

From the stylish exterior to the efficient Euro III Engine, europe's favourite single deck citybus offers everything you would expect from one of the World's premier brands.

Exceptional reliability and long service intervals ensure the Citaro spends more time in service - not in for service - a huge financial benefit, regardless of your fleet size!

In addition, high resale values give you the confidence to purchase a new Mercedes Benz Citaro as an investment that is quickly realised.

"The Citaro represented the best saving we've ever made! We would look no further than the Citaro as we continue to strengthen our fleet"

Mr P. Worth, *Director, Worth's Motor Services Limited.*

Contact EvoBus on 02476 626000 and ask for Kate Dodds.

Mercedes-Benz

EvoBus (UK) Ltd, Ashcroft Way, Cross Point Business Park, Coventry CV2 2TU
www.evobus.co.uk

GEMCO Equipment Ltd.
153-165 Bridge Street,
Northampton NN1 1QG
www.gemco.co.uk
Tel: 01604 828600
Fax: 01604 633159
email: Sales@gemco.co.uk

Prices valid til 7th April

Samoa
Mobile Oil Dispenser
With Oil valve £ 360.00
With Digital Meter £ 420.00
Both with 3:1 air pump

Samoa Mobile Greaser for 50Kg kegs
Part No 425290 Includes:
- 55:1 Ratio Pump
- Drum Trolley
- 3m HP Hose
- Drum Cover
- Grease control valve with Z swivel

SPECIAL PRICE
£ 295.00

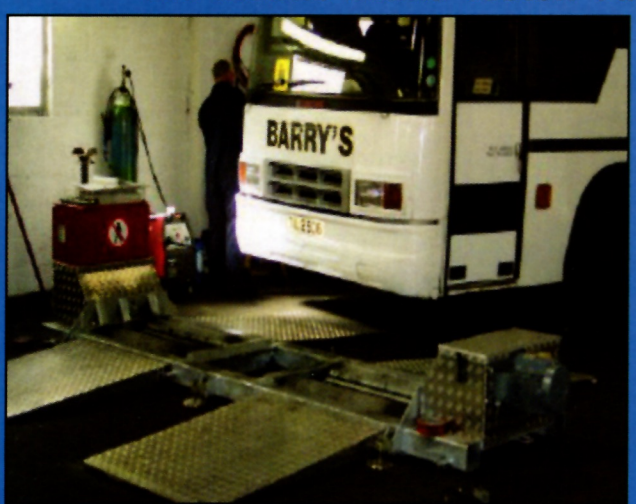
See all this equipment and much more at the GEMCO EQUIPMENT stand No.10-431 at the 2005 Commercial Vehicle Show at the NEC on 5th-7th April 2005

GEMCO MOBILE COLUMNS PRICES FROM £ 7,250.00

The new mobile lift columns from Gemco Equipment are an improved, existing design that has sold throughout the UK and Europe over the past eight years.
The clever design, minimising electrical components, make these columns ideal for outside use and steam cleaning.
Available in three different capacities of 4t, 5.5t and 7.5t per column and in sets of 4, 6 or 8 columns, giving an overall capacity ranging from 16 to 60 tonnes.
Call 01604 828 600 for further details and prices.

TWO YEAR WARRANTY AS STANDARD

BM Mobile Brake Tester. Arrival on site to testing in 15 minutes!



No groundworks are required to use a BM Mobile Brake Tester. The unit is portable and is especially useful if you have a fleet over more than one operating centre.

CALL GEMCO EQUIPMENT 01604 828600

For Eire and N.Ireland Call our BELFAST Office 02890 772666

Eurotunnel is hit by 12% coach traffic fall

Shuttle operator hit airlines and ferries

WILLIAM GOLDEN CORRESPONDENT

THE year ended on a sour note for Eurotunnel with the shuttle operator to France reporting a 12% reduction in coach traffic in 2004.

A total of 63,467 coaches were carried last year compared to 71,083 in 2003 and the 12% drop was worse than the 4% drop in coach volume on the cross-Channel market as a whole.

The fall in coach numbers was mirrored in the passenger car sector, with shuttle traffic down by 8% to 2.1 million vehicles, while the truck market was flat at 1.28 million vehicles. This compared to a 6% drop in car traffic and a 6% rise in truck volume on the cross-Channel market as a whole.

As a result of the downturn in traffic volume, revenue from shuttle services fell by nearly 8% from £309 million to £285 million, while rail users' minimum user charge payments rose by £2 million to £234 million. Including non-transport business, overall operating revenue fell from £566 million to £538 million.

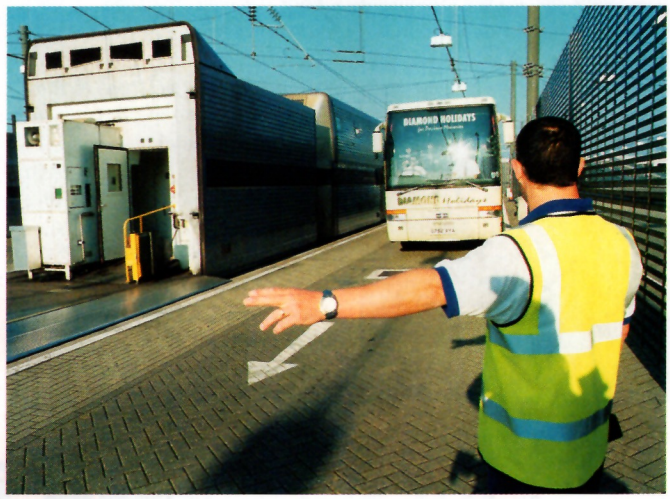
As far as the blame game was concerned, Eurotunnel's new board blamed the poor traffic figures on the previous management and the dominance of the low-cost airlines, which have been responsible for a reduction in coach traffic across the board. The poor traffic and revenue figures will complicate further the board's task in trying to make sure it can retain control of the tunnel, which creditor banks could seize if Eurotunnel is unable to meet debt obligations.

Jean-Louis Raymond, the chief executive who led the coup that removed the previous board last April, said that "the cross-Channel market has remained difficult for all operators," adding the impact of no-frills airlines "is being felt ever more strongly."

And Herve Huas, deputy chief executive, said the situation was exacerbated by the strategy of the previous board, led by former chief executive Richard Shirrefs. "The policy that was pursued by the previous management was not the right one," he said, adding that new pricing policies being introduced for hauliers and shuttle passengers were focused on maximising "value not volumes."

In October, the new board unveiled plans to force truck operators to sign an agreement outlining their likely use of the facility. These came in to effect on January 1 and mean users without an agreement can use only selected shuttles and must pay higher prices.

It seems likely that this will have affected traffic volume in January, traditionally a month when Eurotunnel picks up traffic when ferry services are hit by bad weather, although no actual figures have been released as yet.



Fall in numbers: the drop in Eurotunnel coach traffic was more marked than across the short-sea sector as a whole

One way to attract more visitors

TOURISM officials in Northumbria are going all out to attract more group business this year.

The One NorthEast Tourism team has launched a new 56-page group travel guide, which covers the entire region for the first time. Each of the four principal areas - Northumberland, Tyne & Wear, County Durham and Tees Valley - is given its own section and the publication also features the region's Culture 10 - a Decade of World Class Culture programme, which is regarded as an integral part of the drive to generate more group business.

Operators will also be able to learn about major events this year, including the Tall Ships Race, the Sunderland International Air Show, the Stockton International Riverside Festival and the 25th anniversary of the Great North Run. Also featured are new developments such as The Sage Gateshead, the new phase of Alnwick Garden and the Locomotion rail attraction in Shildon.

● ***For a copy of the guide contact Denise Wigham on 0191 375 3011***

John Holmes of One North East launches the new group guide

Dover to up capacity

The fight back against the low-cost airlines is being led by the Port of Dover, which has announced plans to step up capacity with two new berths.

The Kent port carried more than 14 million passengers, 2.5 million cars and 128,000 coaches on its routes to Calais, Dunkirk and Boulogne in 2004 and is supporting a campaign to highlight the benefits of ferry travel to France.

Kate O'Hara, the port's head of commercial and marketing, said: "This year we will be operating up to 70 departures a day to the northern French ports. Dover offers the shortest and fastest ferry routes to France and the crossing is viewed by many customers as part of the holiday."

China to boost incoming

A LONG-TERM boost to incoming tourism is expected on the back of the most populated country in the world granting approved destination status (ADS) to the United Kingdom.

The accord was signed in China at the end of last month by Jack Straw (below), the foreign secretary, and He Guangwei, the Chinese minister for tourism and chairman of the Chinese National Tourism Administration. It gives the UK access to the fastest-growing outbound tourism market in the world.

UKinbound, the travel trade body representing more than 270 inbound tourism organisations, has welcomed the announcement. Until now, the Chinese government has generally only permitted travel to the UK for study and business reasons. The granting of approved destination status permits groups of Chinese nationals to visit the UK as tourists for the first time.

Stephen Dowd, the chief executive of UKinbound, said: "We have been active supporters of ADS since negotiations began and we will continue to press for its early implementation. This agreement will provide a new range of opportunities for the UK's inbound tourism industry and should prove a major boost to our tourism export earnings for many years to come."

As well as allowing Chinese nationals to travel here for leisure, gaining ADS status also allows the National Tourist Office of the destination to actively promote travel to their country. UKinbound will be actively working with VisitBritain to ensure the UK is well represented.

China's population of 1.3 billion is becoming increasingly prosperous and keen to enjoy new experiences. In 2003 the number of outbound Chinese tourists reached a record 20 million and, according to estimates from the World Tourism Organisation, this figure is set to increase to 100 million by 2020, making China one of the top outbound tourism markets in the world. Britain's wealth of historic and cultural attractions is expected to be in high demand, as will Britain's shops and restaurants. If, by 2007, the UK can attract just 1% of this market, UKinbound estimates this could generate approximately £1.1bn for the British economy and create around 25,000 jobs.

Stephen Dowd will accompany the Minister of Tourism, Richard Caborn, and other industry leaders to Beijing to mark the signing of ADS, to celebrate the opening of the first UK Visa Application Centre in China and to meet senior officials of the Chinese National Tourism Administration.

Fairs for south-east

OPERATORS whose appetite for the south-east has been whetted will be able find out even more about the region by attending the final two travel fairs organised by Tourism South-East.

The first fair will be at Lingfield Park racecourse on Saturday February 12 and, as well as finding about group deals at the track, operators will be able to meet with more than 50 exhibitors from the region.

The last fair of the season will be at Blenheim Palace on February 27. Admission to each fair is free and gates are open from 1000hrs to 1530hrs.

● ***Details from the group travel team on 023 8062 500***

Putting London on the map

COPIES of the 2005 London coach-parking map will be available to BTTF visitors who head for Stand L146.

The Confederation of Passenger (CPT) and Transport for London (TfL) have combined to produce the map, which has a specific focus on the River Thames and the SeaBritain celebrations of our naval heritage.

The map is produced by the CPT and funded by TfL and Bob Pilbeam, the CPT's coaching consultant, said: "Having TFL sponsor and Visit London promote the map, the coach industry can be in no doubt that the Mayor of London is supporting the tourist coach trade"

Peter Bradley, TfL's commercial coach and bus manager, said: "We are committed to developing the information about driver and coach facilities in the capital and these improvements are highlighted in the new edition of this map. We are delighted to play our part in promoting and encouraging coach usage in London."

Sandra Elliott, deputy chief executive at Visit London, said: "We are delighted to be involved with the launch of the London Coach Parking Map. Coach tourism is very important to London's tourism industry and we hope that this map inspires coach operators to continue bringing their passengers into London."

British Travel Trade Fair 2005 is on at Hall 12 of the Birmingham NEC on Wednesday and Thursday March 2 and 3. Lord Marshall, the new chairman of VisitBritain, will officially open the fair at 1100hrs on the Wednesday.

● ***Details at* www.britishtravel tradefair.com**

Group price freeze north of the border

THE prices will remain right for groups visiting Scotland this year now that the National Trust for Scotland has decided to freeze admission prices at 2004 levels to the 100-plus attractions in its portfolio.

The properties range from Culzean Castle on the Ayrshire coast and Brodie Castle near Inverness to historic houses and castles in Aberdeenshire and the battlefield sites of Culloden and Bannockburn. Last year there was a 16% increase on group numbers compared to 2003 and early indications for 2005 show a strong demand for pre-bookings.

Geraldine Graf, the head of travel trade and hospitality at the National Trust for Scotland, said: "If last year's trend continues, we expect a huge increase in group visits to most of our properties. To make sure that groups are not disappointed we strongly recommend booking visits in advance through the centralised service at our head office. If groups are pre-booked properties can be prepared (they can have additional guides available and organise catering facilities to reduce waiting times, creating a much more enjoyable visit for everybody."

● ***Details: 0131 243 9304***

Stronghold: prices have been frozen at National Trust for Scotland properties such as Fyvie Castle in Aberdeenshire

More Bus, Less Bucks

The probus from BMC

The BMC Probus 850 offers unbeatable value for money in the 35 seat midi luxury coach sector. It has the performance and economy you would expect from a Cummins ISBe 220 hp engine and ZF (manual or auto) gearbox but standard features that might surprise you given the list price.

Drivers haven't been forgotten, they will appreciate an adjustable steering column, air suspended seat, easy reach controls and the excellent all round visibility.

To find out just how affordable the Probus is, ask about range of finance packages available including Operating Lease, Lease Purchase, and Hire Purchase.

Standard Specification

Cummins Euro 3, 6 cylinder 220 ps
ZF Manual or Auto Gearbox
Disc brakes all round, ABS/ASR
Meritor axles
Air-conditioning
TV/DVD/Stereo system
Carpet and Curtains
4.9m^3 of luggage space
35 seats
Power plug door
Cool box
Telma Retarder

Contact Details

Mike Nicholson
Wales- West Midlands and West
07736619215

Marc Sheridan
South- South East
07736619216

Alan Middleton
North, East, and Scotland
07736619217

Company Details

BMC (UK) LTD
BMC House
Ibstock Road
Coventry
CV6 6JR
Office: **0247 636 3003**
Fax: **0247 636 5835**
e-mail: **enquires@bmcukltd.com**

BMC

Licensing & Legal

Abbeyways fleet cut

DAVID MILLER CORRESPONDENT

Commissioner reduces authorisation from seven to five

Maintenance, Repute, Finance

COACH operator Abbeyways had the size of its fleet cut following a public inquiry last week.

The number of vehicles company owner Steven Ives can run was cut from seven to five coaches and three conditions were also attached to his O-licence at the hearing.

Mr Ives attended the North Eastern Traffic Area public inquiry in Leeds to answer charges brought under sections 16, 17 and Schedule 3 of the 1981 Public Passenger Vehicles Act and Section 28 of the 1985 Transport Act.

And it was under Section 16 of the 1985 Act that presiding traffic commissioner Brigadier Tom Macartney decided to impose conditions on Mr Ives's O-licence.

All vehicles used by Abbeyways are to be subjected to maintenance inspections at a frequency of no less than six-week intervals and have roller brake tests every three months.

The company, which has access to an ageing fleet of nine coaches plus five spares, must also start using a nil-defect driver reporting system and Mr Macartney ordered that wheel nuts and tyres should be looked at every day. Mr Macartney also asked Abbeyways to comply with two undertakings - to set a 90% first-time MOT pass rate target and submit financial accounts to traffic office staff by February 28.

The action was taken at the end of a day-long hearing called to discuss charges relating to an unsatisfactory maintenance investigation, prohibition notices sustained, failure to comply with undertakings, material change, repute, financial standing and professional competence.

Abbeyways: was running ageing fleet of nine coaches plus five spares

Vehicle examiner Mick Brown was first to give evidence and said he conducted an inspection at the company's premises at Atlas Mills, Sedburgh Road, Halifax, on June 24 last year following media reports about a school trip that went wrong.

"I received a complaint from the head teacher of Norristhorpe Junior and Infants School on the morning of the 24th but I had already seen it on the news the night before and had immediately telephoned the operator to ask for some vehicles to be kept at the premises for inspection," Mr Brown said.

"The story I saw involved the hire of an Abbeyways vehicle for a school trip to Creswell Craggs in Nottinghamshire that had to be cancelled due to the poor condition of that vehicle."

Mr Brown noted Abbeyways had been given five prohibition notices in the 14 months between March 2003, when the firm last appeared at a public inquiry, and the date of his site visit in June the following year.

He inspected three coaches on June 24 2004 and issued two delayed prohibition notices for brake defects on one vehicle and wrote nine advisory notices for minor faults on the other two. But Mr Brown returned to con-

duct a second investigation next day after he took a call from a police officer in Batley, West Yorkshire, who was acting on a complaint from a worried passenger about the poor condition of an Abbeyways coach.

Another prohibition was issued to a fourth vehicle for brake and exhaust problems while two more advisory notices were written for a fifth coach for seat and door seal faults.

Mr Brown was then cross-examined by Abbeyways' solicitor Mr Knowles on each of five prohibition notices issued to the firm in the 14 months between March 2003 and June 2004.

This went on for more than an hour and it eventually prompted traffic commissioner Mr Macartney to rebuke Mr Knowles for going through them in "excruciating detail" without addressing the reasons why the lasting hearing had been convened.

Mr Ives was subsequently called to give evidence and, after more debate about the five earlier prohibition notices, he was finally asked about the school trip.

Mr Ives said the problems stemmed from a defective windscreen wiper and school staff had over-reacted to the potential danger this might pose to the children in their care.

He described how coach driver David Brooke immediately pulled over on to the hard shoulder of the M1 motorway when the windscreen wiper stopped working during a spell of heavy rain and telephone the depot for advice.

It was agreed between Mr Ives and Mr Brooke that the coach should be driven to Woodall Services three miles away because it would be too dangerous to leave the children on the hard shoulder of a busy motorway.

Mr Ives than raced from Halifax to the service station to fix the fault - which had occurred due to a blown fuse - and the coach was ready to hit the road again in about an hour.

But as he explained, school teachers not only refused to let the children back on the coach but cancelled the whole excursion and organised their own transport back to Norristhorpe.

"We did our best to get the children somewhere safe where they could shelter away from the rain rather than be stood about on the hard shoulder," Mr Ives said. "From the minute I arrived the teachers were complaining about the coach. They even complained that the vehicle did not have curtains and that it was a hot day and the children had been too warm.

"The leader of the coach party then would not allow the children to get back on the coach because she thought the wiper might go again. So we hired another coach from an operator in Sheffield but when that arrived it wasn't good enough for them either. They then went off and hired their own coach from the Rotherham area, from a firm I'm led to believe they had used before, to take them back home. It left me with the impression that, no matter what we did, it wouldn't have been good enough."

Mr Ives also suggested teachers at the school, based in buildings in School Street, Norristhorpe, near Heckmondwike, West Yorkshire, had been specifically looking for trivial 'faults' with which to complain about.

Commissioner Tom Macartney: cut licence

'I do not interpret an older fleet as being less safe'

He said: "We live in an age where professional complainers complain with the deliberate intention of getting a free trip. What we have to do is weed those out from those who have a genuine complaint and have even taken on extra staff to look at that side of things."

It was also heard at the public inquiry that Abbeyways has received three conditional discharges from magistrates' courts in West Yorkshire and Lincolnshire for failing to display correct vehicle identity discs in coach windscreens.

This stems from a complicated relationship between Abbeyways and maintenance contractor D&N Garside - who allow Abbeyways to hire some of their vehicles. Confusion arises because Abbeyways drivers sometimes forget to swap over the two companies' identity discs.

Coach driver Mr Brooke was also called to give evidence and seemed to back up Mr Ives' apparent claim that the school teachers were being unnecessarily picky.

"They seemed to be out to find fault and the first two complaints came before we had even set off. Later, I became very concerned about the windscreen wiper and decided to stop on the hard shoulder to decide what to do," Mr Brooke said. "It was agreed between myself and Mr Ives that the coach should carry on to the nearest service station because having about 45 children running around the hard shoulder would be too dangerous."

And Mr Knowles added to that impression in his summing up by telling Mr Macartney that Abbeyways had done everything the company could reasonably have been expected to.

"There are two sides to every story and, as you have heard, Mr Ives did all the school asked of him - even down to hiring a coach from another company, which was then refused. I, therefore, hope you will take a very lenient view of the matters before you today," he said.

Traffic commissioner Mr Macartney decided regulatory action was needed to address the maintenance problems and hoped improved inspection procedures would lead to fewer customer complaints.

"I do not interpret an older fleet as being less safe. It is just that an older fleet needs more love, care and attention to keep it roadworthy," Mr Macartney said.

"At the moment I am not convinced that you are up to keeping seven vehicles in that condition and so I have decided to curtail your licence from seven to five discs.

"You will have to live with that for a while and whether you would then want to take your fleet back up to seven at some point is a matter for you to decide."

"Transport Law"
We know Transport Law backwards
Contact backhousejones solicitors
specialists in transport law
on 01254 828300 or www.backhouses.co.uk

Have *your* say

Send your letters to: The Editor, *CBW*, Emap Active, Bretton Court, Bretton, Peterborough PE3 8DZ or e-mail *mark.williams@emap.com*

CPT is an active and successful trade organisation

From: Stephen R Telling
Chairman and chief executive, Tellings Golden Miller, London

I read the recent Open Platform readers' opinion piece (*CBW*, January 20) with great interest and, while accepting that all is not perfect, failed to recognise the doomsday scenario portrayed by the writer.

He certainly seems somewhat unsure of his ground, arguing that there is insufficient transparency and then ranting at the Confederation of Passenger Transport (CPT) for signing an agreement that provides for the increased transparency he argues the industry needs. I know that, just because you are paranoid, doesn't mean that 'they' are not out to get you. Yes, the industry is creaking under the burden of increased legislation. Yes, the costs of conforming are and will continue to add to our overhead costs. However, it is not just our industry. Reflect for a moment on the increasing legislative burden on shops, restaurants, theatres, farmers, all public buildings, etc. Inclusion, the environment and the developing social agenda have a price and we all eventually will have to pay it. It is part of the penalty of living in a progressive democracy.

LETTER OF THE WEEK WINS A CORGI CLASSICS MODEL BUS

More details *www.corgiclassics.com*
Stockist information
0845 603 9070

Which brings me to CPT. I have been involved with CPT at both regional and national level for many years. No one who knows me argues that I don't speak my mind. I can truthfully say that, without the proactive and professional stance taken by CPT, the pressure on the industry would be far greater than it is now.

Much of the legislation that impacts on us originates in Europe. Our own Government cannot avoid it, so what chance has CPT? Where CPT succeeds is in mitigating the potential impact on the industry. Again, primary legislation in the UK (and now Wales and Scotland) will not go away, but again CPT's strength lies in modifying and mitigating the impact. In this, it has been spectacularly successful. Far from being an "irrelevant, toothless tiger", CPT is an active and successful trade organisation that manages the interests of our industry in a professional manner for the benefit of us all.

I can understand the reluctance of the article's author to identify himself, if he believes his tirade against VOSA to be true. However, why conceal himself from CPT? Myself and fellow officers would be happy to talk to him.

Norfolk and Suffolk Group's relationship with VOSA is good

From: David W Cattermole
MD, Galloway Travel Group

My interest was attracted to the recent Open Platform article (*CBW*, January 20).

As chairman of the Confederation of Passenger Transport's Norfolk and Suffolk Group, my experience of the relationship between our industry and VOSA is of total contrast to that of the anonymous writer.

In particular, a well attended meeting held in Norfolk during 2005 was supported by VOSA with a factual and interesting presentation from Graham Owen, the VOSA London area manager, supported by representatives from our local area office, although ill health prevented our local area manager from attending.

General and informative discussion continued late into the evening during which I witnessed nothing other than total support being afforded to the operators in attendance.

Our secretary followed our normal practice of registering attendees, with no indication VOSA had any interest in any of the names, other than those operators needing a reply outside the meeting.

I deemed VOSA's attendance to be a welcomed, and somewhat new initiative, which should be positively supported by operators aiming to work within the scope of their O-licence.

HOW TO CONTACT *CBW*

Coach and Bus Week
is published by Emap Active,
Bretton Court, Bretton,
Peterborough, PE3 8DZ
Switchboard: 0870 062 0993
Fax: 01733 467770 (editorial & advertising)
0870 062 6764 (production)
Web: *www.cbwnet.co.uk*

EDITORIAL
***Editor* Mark Williams**
0870 062 3130, mobile 07720 769869
mark.williams@emap.com
***Deputy Editor* Frank Forster**
0870 062 4061, mobile 07702 640367
frank.forster@emap.com
***Reporter* Andy Roden**
0870 062 1163
andrew.roden@emap.com
Technical and Minibus Editor
Martin Cole
0870 062 5065, mobile 07885 692144
martin.cole@emap.com
***Office Manager* Jacqui Grobler**
0870 062 5066
jacqui.grobler@emap.com

CONTRIBUTORS
***Ireland* Gabriel Conway**
(Eire) 0879 222070

ADVERTISING
Advertising Manager
Trevor Newman 0870 062 2129
trevor.newman@emap.com
Senior Sales Executive
Vicky Senkey 0870 062 5069
vicky.senkey@emap.com
Display Sales Executive
Julie Cousins 0870 062 5067
julie.cousins@emap.com
Tourism Sales Executive
Helen Savage 0870 062 6760
helen.savage@emap.com
Senior Classified Sales Executive
Lucy Anne Nelson 0870 062 6762
lucyanne.nelson@emap.com

PRODUCTION
Production Controller (display and classified)
Carrie Randall 0870 062 6764
Editorial Production
Sandy Davis
Designer
Dan Coitino

EMAP ACTIVE
Managing Director
Ian Templeton
Publisher
Vicki Culverhouse
Finance Executive
Ruth Marston-Smith
General Manager Transport Division
Nigel Harris

EMAP PLC
Group Chief Executive
Tom Moloney
Group Finance Director
Gary Hughes
Consumer Media Chief Executive
Paul Keenan
***Chairman* Adam Broadbent**

AUTOSAN

Autosan – now arriving in the UK

The Autosan Eagle high capacity school bus is one of a new range of buses and coaches now available in the UK. The full range was revealed recently at Coach & Bus 2004, and includes a 29 seat midi coach and a 12m luxury coach.

The 70 seat Eagle represents outstanding value for money and its stainless steel frame, Cummins 350 bhp 6 cylinder engine and ZF gear box ensures a long service life and high levels of durability.

For further information contact:
Alan, Mark or Mike on 02476 360 011
www.autosanuk.com

Wayfar

roadmap

A strategy to simplify the installation of on-board electronic systems has been developed by ticketing systems specialist Wayfarer. Martin Cole reports

Mainstray of the Wayfarer business - the TGX 150

TICKETING systems specialist Wayfarer has developed a 'roadmap' strategy that aims to simplify the installation of on-board electronic systems and provide a single 'open platform' medium for transferring data back to head office.

Named 'e-Bus' the system has been developed in consultation with customers and designed to take account of all their requirements. It involves putting a powerful, robust microprocessor aboard that can communicate with all on-board systems - such as fare collection equipment, digital CCTV, low bridge warning, real-time passenger information systems, engine management systems, automatic vehicle location, etc.

Capable of handling all industry standard data transmission, e-Bus allows the various systems to integrate through a single point and avoids, for instance, the requirement to have several GPS transmitters or aerials aboard - each linked to an individual system.

Effectively this creates a plug-and-play environment where add-ons or enhancements can simply be installed and connected to the e-Bus management system - or central server - which drives all the systems and can transmit all the data via a wireless LAN. The driver can control each system on board through a single touch-sensitive colour screen.

Business development director Keith Poultney said: "Wayfarer has developed e-Bus to simplify and rationalise what goes into a vehicle and to simplify mobile data networks. The growth in technology and number of applications being adopted pointed towards the brewing up of a technology cocktail - so it was sensible to provide a common platform allowing all these systems to integrate properly. While this is a highly sophisticated process it has to be made simple to operate and use and be easy to upgrade at any time.

"e-Bus not only interfaces with all existing Wayfarer products, it can communicate with any third-party supplier's equipment as long as it uses industry standard protocols. We've presented the system to all our customers and not had one negative comment. They can all see the sense of an integrated system and any comment to date has been constructive.

"A major benefit for customers is that vehicles can be brought into the system in ones or twos if necessary - although in practical terms it would pay to at least cover one route at a time."

In addition to simplifying on-board systems, e-Bus can transmit all its data back to a suitably equipped office PC. This allows any performance criteria or system interrogation to be carried out at base.

The information that can be accrued by on-board systems and subsequently analysed by back-office personnel has become virtually immediate. In terms of revenue collection data it means operators can evaluate how a specific route is performing, compare it with average ridership, or evaluate very quickly how any improvements or route alterations are affecting revenues.

'We've presented the system to all our customers and did not have one negative comment'

Wayfarer has also developed the relevant software to make this possible and its analysis programming is geared towards seeking out exceptions. An example is with vehicle location data. Under normal operating conditions it is not necessary for operators to concentrate on vehicles that are where they are scheduled to be.

What is more important is that any vehicle running early, late or actually off its designated route can be identified and flagged up and real-time passenger information systems updated. It also seeks out exceptions where route revenue has suddenly increased or decreased. Again, this means management can access this information as it becomes available and react quicker if any remedial action is required.

Formed in 1975, Wayfarer celebrates its 30th anniversary next year. The company has always had its roots in fare collection but more recently it has evolved into system integration and as a sub-contracted equipment supplier to major revenue collection and ticketing schemes.

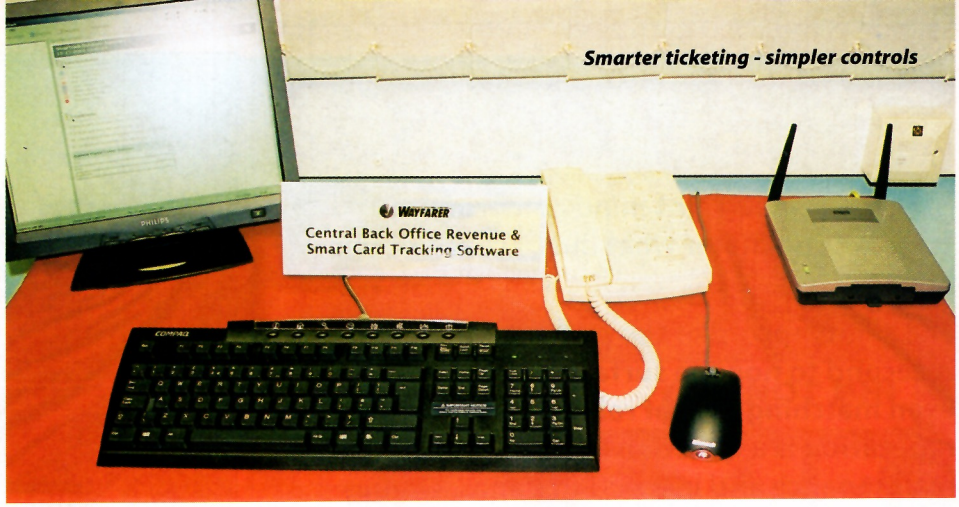
In 1988 the company became part of Meggitt plc but as recently as November 2002 it underwent a management buyout and remains the most successful ticketing systems supplier within the industry. It employs around 200 people with a head office, research & development and manufacturing/assembly at Poole in Dorset. Service and spare parts are co-ordinated from a site in Croydon and this is one of four regional centres throughout the UK. There are also two more service centres overseas.

Wayfarer is also a leading supplier of smartcard systems, taximeters, GPS and radio LAN. Currently about 90% of operators use some form of Wayfarer equipment and between 25% and 40% of the company's output is exported to every continent except the Arctic areas.

The mainstay of Wayfarer's products was always driver-operated ticket machines - which evolved through several upgrades and a number of new models. The latest TGX machines have become highly complex pieces of equipment, capable of including printers, card readers, smartcard readers, etc, but they still maintain a simple MMI (man machine interface) to ensure they are simple to use. Wayfarer makes the pad completely soft-key - meaning every key can be programmed to perform a specific function. These are set up when the operator specifies the system and so can be tailored to any type of operation.

Wayfarer's on-street vending for issuing stored value cards or re-charging smartcards

er's to the future



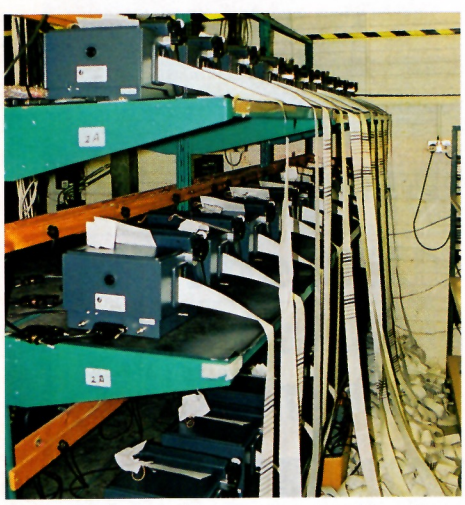
Smarter ticketing - simpler controls

'Many of these big schemes are far too big for us to take on'

With the market looking increasingly towards smartcards for travel, particularly as a means of providing secure cashless transactions and interoperability between different transport modes, multi-operator journeys and different, cross-boundary local authority concessions, the need to evolve has been crucial.

Some of the smartcard schemes put in place - such as London's Oyster, have been immense and required Wayfarer to become a supplying partner in them. Keith Poultney said: "Many of these big schemes are far too big for us to take on. There is too much at stake for a small company and it isn't about sorting out the details and putting the machines in. These customers want someone to take on the full responsibility of the system - including the revenue, equipment installation, infrastructure, etc. With smartcard schemes we are providing on-street equipment such as card validation and re-charging stations where passengers can add more journeys to their cards."

Growing numbers of cities in the UK are introducing smartcards and it seems this trend will continue. Wayfarer has developed on-street and on-bus equipment for larger schemes such as those being introduced by Translink in Northern Ireland. It has also developed a multi-operator scheme in Perth, Australia, that covers buses, trains, trams and ferries.


Ticket issuing machines undergo 'soak' testing

Visitors to this year's Coach&Bus exhibition may have noticed Wayfarer's entrance to the digital CCTV market with a system called Transcam. Mr Poultney said: "It became clear to us there was a growing need for quality CCTV systems with an excellent back-up service. We have almost 30 years' experience of putting electrical systems on working vehicles - where the rigours of daily service mean such equipment must perform reliably in a punishing environment.

"Increasing numbers of cameras are being installed on vehicles, too. Some double deckers now have up to 16 and this means a lot of storage is needed for the digital imaging. It makes good sense to have the information downloaded via a radio LAN. If there is an incident the head office can download what it needs instantly. Otherwise it can be done automatically, overnight, when the vehicles are parked.

"A bonus for operators is that, if they have already put a radio LAN in place for dealing with fare collection data, it is already there to be able to handle the CCTV pictures and so there are lower installation costs.

"As we already provide major support services to operators, we have the teams in place to look after, service and install equipment. Effectively it extends the one-stop-shop ideal and simplifies the process for our customers."

Wayfarer has attained its strong market position through working closely with its customers and offering full back up and support for its products. It designs and tests systems on site - getting customers involved in configuring the requirements and ensuring every aspect they require is incorporated in a simulated environment before commissioning a system into the operation. It provides training and support with a help-desk to assist customers in working through any problems.

Although much of the equipment is assembled in the Poole facility, the majority of components are sourced outside. Specialist teams assemble the components and they are all 'soak-tested' for 24 hours to ensure they are functioning correctly before dispatch to the end user.

Smartcard reader - simple and unobtrusive

Safely *does it*

Nobody in their right mind compromises on safety, no mater what ind of coach or bus they run.

The safety record of the coach and bus industry is second to none in surface transport – even matching that of rail. Preserving that reputation is a question of keeping on top of maintenance and inspections, empowering your drivers to become the 'captains' of their vehicles, and ensuring all your safety equipment is up to date.

We all know the susceptible areas – safety hammers, seat belts, lights and emergency exits. If you miss tyre defects and braking problems you're a world away from being a professional, while other chassis components wear in a predicatble way that should be picked up on the six-weekly inspection.

Staying on top of safety issues isn't just good for passengers, it's good for business... don't wind up at Public Inquiry over the simple nuts and bolts of what you do.

FREE DELIVERY ON ALL ORDERS (UK Mainland)

pewag

SNOWCHAINS

- For Trucks, Coaches & Buses
- Single or twin chains available
- Best quality guaranteed
- Excellent value
- TUV Approved

TÜV PRODUCT SERVICE GS

Austro-Super
& Austro-Super reinforced
with TITAN Grip®

Tel: 01925 825555
for a free brochure or log on to:
www.snowchainshop.co.uk

PSV Inspection Training Courses

VOSA
Vehicle & Operator Services Agency

could help improve your bank balance

Our courses are designed not only to help improve safety, but also your operational performance, resulting in cost savings.

Course Locations:

- Bristol
- Manchester
- North London
- South London
- Scotland
- Birmingham

Contact:
VOSA Commercial Projects Unit,
Berkeley House, Croydon Street,
Bristol BS5 ODA.

Tel: 0117 954 3359 Fax: 0117 954 3496
Email:commercial.training@vosa.gov.uk

An executive agency of the Department for Transport

www.vosa.gov.uk

BARRY HALL INSTALLATIONS

BHI **Your Choice** NOT BHI

Which Would You Choose?

- **Superior Quality**
- **Superior Value**
- **Also supply only**

The UK's No. 1 Seatbelt Installers

Call The Experts: 01522 689911

Email: info@bhiuk.com **www.bhiuk.com**

Fax: 01522 689922

Your Seat Belt Installation is our Reputation

Open platform

Is longer better?

In the absence of any clear policy from the Department for Transport, operators should act wisely when deciding when and how to deploy bigger vehicles, says this week's writer

MARCH 9 2005 is a date that should be circled in the diaries of coach and bus operators and vehicle importers.

What happens on that day? Well, a ban enforced by the UK (and, incidentally, Portugal) on the least manoeuvrable designs of 15-metre rigid vehicle officially expires (take a look at EU Directive 2002/7 and at *CBW*, January 13).

Let us jump back in time to understand the origins and consequences of this date.

Back in 1996 manufacturers in Germany, led by Neoplan, developed 15-metre vehicles for domestic use. I bet, like your author, most readers can remember the surprise they had the first time they saw one of Neoplan's leviathan four-axle double-deck Megaliner coaches, with their three steerable axles.

Under pressure from industry the European Commission opened a debate on the maximum length of coaches and buses and, in 1998, Brussels spoke. In May of that year they published a report on the use of coaches and buses of up to 15-metres and this document, akin to a UK Green Paper, sought to lay out the pros and cons of setting a maximum length of 15 metres for rigid vehicles across the EU.

That paper highlighted that the performances of 15-metre rigid vehicles was different from 12-metre vehicles, both as regards outswing when turning and the sweep of the vehicle, particularly by the rear overhang.

More specifically it suggested that two-axle vehicles longer than 12.5 metres and three-axle vehicles longer than 14 metres could not meet EU turning requirements, namely that they were able to turn in a swept circle having an outer radius of 12.50 metres and an inner radius of 5.30 metres.

'There is no doubt there are advantages'

Interestingly, the manufacturing industry argued that 15-metre-long vehicles did have the same manoeuvrability qualities as a 12-metre vehicle. The enthusiasm of the manufacturers' arguments at that time - though patently untrue - spilled over to operator organisations: even a briefing paper of the CPT entitled 'The Case for Longer Coaches' and dated March 1996 stated that 15-metre rigid coaches could achieve the swept circle requirements.

However, when the EU legislation was amended to allow 15-metre vehicles to operate throughout the EU - Directive 2002/7, adopted in February 2002 - it included a different, more lenient manoeuvrability test which could be met by existing designs of 15-metre coaches and buses). This change was pushed through by the majority of the (then 15) EU transport ministers: indeed, only three countries - UK, Portugal and Denmark - argued against diluting the rules.

Consequently, before they would accept the Directive the UK and Portugal insisted on having a three-year moratorium on vehicles that could not meet the original, more exacting turning requirements. This brings us to the date at the start of the article - it is this moratorium that expires on March 9 2005.

All this is history. What will happen after March 2005? Well, interestingly, the UK Department for Transport subsequently commissioned TRL Transport Research Laboratory to assess the manoeuvrability of longer rigid

vehicles of up to 15 metres in length. For some reason the DfT has chosen not to put the results of this 2004 work into the public domain. In one respect this is surprising since one of the conclusions of the work is to vindicate the DfT (and the European Commission) by showing that the outswing of vehicles longer than 14.25m can never meet the traditional manoeuvrability tests.

However, the study then becomes much more vague when it tries to quantify what this actually means. Clearly, greater outswing from turning coaches and buses means a greater risk of accidents with other road vehicles, pedestrians and also with road infrastructure. There is no accurate way of quantifying how many more accidents will take place when 15-metre vehicles appear on the roads of the UK. And since fatal outswing accidents involving coaches or buses are, today, a very rare event, it is difficult to extrapolate what a small increased risk would actually mean in terms of road deaths.

Consequently, as a piece of work for advising government policy the TRL study is of little actual value and hence the lack of publicity about it. In any case, why would the DfT want to publish a report that suggests that bigger coaches and buses may pose some sort of increased accident risk if, as a government, you won't want to give any money to solve potential infrastructure problems?

So what should industry do? Well, perhaps coach and bus operators can show some self-regulation and demonstrate that the deregulated sector is responsible - by agreeing to limit the use of coaches and buses of over 14.25-metre length to places where such vehicles are suitable. In particular, the confined spaces of older coach and bus stations designed for vehicles meeting the tighter turning circle requirements will be hotspots for accidents.

And, if restraint is not practised? Well, even after March 9, local authorities will still be allowed to place length restrictions on individual roads and, as *CBW* readers know only too well, local council officials are often good at introducing new rules, even if the logic behind their decisions is dubious. Thus, a worst-case scenario could be an outbreak of 12-metre length restrictions on rigid vehicles. And remember, this is not an issue that affects lorries so there will be no powerful lobby arguing against such bans...

There is no doubt that the coach and bus of 12.75-15-metre length does have advantages - either as regards greater capacity or offering greater space with the same capacity: an issue which may be particularly pertinent with regard to the debate about accessible coaches and buses. So, in the absence of any clear policy from the DfT, operators should act wisely when deciding when and how to deploy bigger vehicles.

There is no doubt that the coach and bus of 12.75-15 metre length does have advantages

Calling all Coach Operators

UK COACH & BUS

Are you looking for a quality new or used coach?
Do you want free coach parts worth £1000?
Then why not come along to our **Coach Trade Event.**

The Event is taking place on 16th & 17th February

Come and see our excellent selection of
New & Pre-Owned Coaches. If you purchase a coach on the day you could walk away with £1000 of Parts for free!*
Everyone that attends will also be entered into a free prize draw to win a
Ferrari Racing Experience

Visit our Website at www.uk-cb.com for more information, or call 01709 705570

Opportunity not to be missed

irisbus * Terms & Conditions Apply E & O E BEULAS **This event is open to trade only**

Fleet *upgrades*

Irisbus proves a 'Diplomatic' choice

Irisbus UK

DIPLOMAT Travel of Stockport is using a new Irisbus Euromidi for corporate and private contracts, replacing a previous version of the type.

The Indcar Maxim II-bodied midicoach is already proving successful and has been as far as Bruges, where it was well received by passengers. It's powered by the proven tector engine, driving through a six-speed gearbox. It has 27 Keil Avance seats with two tables, air-conditioning, double-glazing, curtains, carpets, radio/CD player and a reasonable 4.2 cubic metres of luggage space.

Diplomat's MD Martin Williamson says the first Maxim proved tremendously popular with his mainly corporate clients and the new vehicle was proving even more so: "Everything about Irisbus is very professional and really aimed at luxury," he told *CBW*.

Diplomat runs five vehicles.

Prima helps schools save

Plaxton

A SEVENTY-seat Plaxton Prima is running on school contracts for South Mimms Travel and MD Steve Griffiths says: "It's absolutely brilliant!"

The coach comes with three-point seatbelts, CCTV, DVD and reversing camera and will work for schools around Hertfordshire. The company which, before the new arrival, was running at maximum capacity, opted for Plaxton's B7R-chassised coach because it offered good value - and was available quickly.

Mr Griffiths reckons that, with schools increasingly pushed hard on budgets, a 70-seater coach offers the ability to take two classes of children on a field trip for the price of one coach, and without compromising on quality. It's a positive approach, and one that appears at an early stage to be paying dividends for the firm. It joins South Mimms' ten-vehicle fleet, consisting of Bovas, Berkhofs and Neoplans.

Star's second Setra is stellar

EvoBus (UK)

BIRMINGHAM's Star Cars and Coaches says it is so pleased with its first Setra coach, delivered a year ago, that it has taken on another for corporate charter and holiday work.

The S315GT HD seats 49 and has a centre-sunken washroom, fridge and hot drinks service. Going against a recent trend elsewhere of opting for high-tech semi-automatic gearboxes, the coach drives through a manual 'box and is powered by a 422bhp 12-litre engine.

Star Cars and Coaches runs only five full-size coaches but operates 40 small buses and coaches and 140 cars and taxis as well. It was established in the 1960s and added coaching to its portfolio in the 1980s.

Solos and Aleros support communities

Optare

THREE new Optare vehicles are running on community services in the Forest of Dean and Wiltshire.

Two Aleros are running an experimental taxibus service launched by Gloucestershire County Council under the Rural Bus Challenge Scheme. The services are centred on the Vantage Point Business Village in Mitcheldean. The demand-responsive services do not impinge on conventional services and the actual route is determined by the location of pre-booked passengers, with deviations off the core route to collect passengers from their nearest bus stop, landmark or doorstep.

Meanwhile, a Solo purchased by Wiltshire County Council is being operated by APL Travel of Christian Malford, under its award-winning 'Wigglybus' initiative. The bus provides three return journeys between Marlborough and Calne, deviating into smaller villages either side of the A4 on request.

tara
support services ltd

The Professional Support Services Provider to the Public Service Sector

Tara Support Services Limited is a leading provider of one-stop facilities and asset maintenance solutions to all sectors of the public transport industry in the UK and Ireland

- Cleaning (Stock and Premises)
- Landscaping/Weed Control
- Graffiti Removal
- Special Projects
- Vehicle Engineering
- Traffic Lining
- Vehicle Inspections
- Training
- Environmental Compliance
- Health and Safety Rectification
- Workshop Deep Cleans
- and So Much More!

For further details please phone our national hotline on

08000 71 79 89

or email info@tarasupport.co.uk

BICSc

nqa ISO 9001 Registered

UKAS

Excel Conversions Ltd

Excel Conversion Ltd
Unit 5 Century Close
Kirk Sandall Ind Est
Doncaster
S.Yorkshire DN3 1TR

Quality Used Vehicles

Iveco 50 C13

16 luxury seats, huge boot, air conditioning, TV and DVD, electric step, FSH, COIF, ready to go

Mercedes 412

16 luxury seats, front entrance, tow bar, FSH, COIF, ready to go

Mercedes 711

24 luxury seats, drop boot, power door, COIF, ready to go

FOR A QUOTATION ON ANY MAKE OF VEHICLE PLEASE CONTACT SALES ON

TEL: 01302 888811 FAX: 01302 888900 or
SHELLEY: 0776 9705350 PETER: 0776 9705352

Open 7 Days A Week (Weekends By Appointment only)

www.excelconversions.co.uk
Email: sales@excelconversions.co.uk

The seat of excellence.

Through advanced design and technology, innovation and dedication, Cogent is today the leading name in minibus, coach and passenger seating.

Cogent

Passenger Seating

Cogent Passenger Seating Limited
Prydwen Road, Swansea West Industrial Park
Swansea SA5 4HN
Telephone: 01792 585444 Fax: 01792 588191
email: seats@cogent.demon.co.uk www.cogent.demon.co.uk

What's new

All change at CCTV specialist

Steve Quigley: 'Product development crucial'

CCTV specialist Cyberlyne Communications Ltd (CCL) has created a new sheet metal division - and re-organised its management team, with the appointment of Stephen Quigley as MD.

Mr Quigley will report to the board on all operational and customer relations issues, including sales and marketing.

He was previously sales & marketing manager. Cyberlyne's previous MD, Steven Cooper, becomes technical director.

Meanwhile Cyberlyne Sheet Metal has opened new premises in Chilton, County Durham.

Parent company Cyberlyne Communications Limited based in Bishop Auckland, designs, supplies, installs and services digital CCTV systems for coaches and buses and anywhere that needs to deter and detect crime or monitor the safety of staff and public.

Andrew Hilary, who has several years' experience in the industry, is running the new division.

Stephen Quigley said: "The venture is the result of our need to secure quality of product and reliability of supply for our digital recorders.

"Because our needs are fairly specialist and relatively small in terms of individual product runs we were experiencing difficulty in obtaining a reliable supply of material - so we decided to do it ourselves.

"We had worked with Andrew previously and were delighted to be able to match our need with his expertise."

The Chilton premises will initially employ three people, including Andrew. "However, we have ambitions to turn over at least £500,000 within the next two years and will certainly need to find more people fairly soon," said Andrew Hilary.

"The new venture has already proven its worth," said Stephen Quigley. "Before Christmas, we had to deliver an export order of 276 bus CCTV systems to Dublin Bus. The order was worth over £430,000 and had to be delivered before the year end.

"Andrew's team was able to provide all the necessary metal work and we delivered the whole order on schedule and on budget the week before Christmas."

Mr Quigley said: "The two crucial areas for Cyberlyne in 2005 are product development and customer service and the moves are a reflection of those priorities. My background is in customer management and Steve is very much the driving force behind the company's technical excellence."

● ***Details on 01388 773761, e-mail*** **steveq@cyberlynecommunications.co.uk**

Punctured tyres don't deflate as fast

GOODYEAR has developed DuraSeal commercial tyre technology to repair punctures when they occur - reducing vehicle downtime and service calls.

DuraSeal casings feature a 'built-in' sealant that allows drivers to continue operating after a tyre is punctured. It also allows the tyre to remain in service until it is retreaded.

According to Goodyear, tyres featuring DuraSeal technology last up to six times longer than conventional medium tyres before removal for repair.

Steve McClellan, vice president of commercial tyre systems for Goodyear, said the new technology used a gel-like, solvent-free compound built into the inner liner of the tyre. It is designed to consistently and instantly seal punctures up to 1/4-inch in the tread area.

DuraSeal technology is currently unique to Goodyear and is said to offer superior sealing efficiency compared to aftermarket liquid sealants.

Mr McClellan added: "The tyre casing maintains its sealing capability even after it is retreaded. The technology is a long-term solution for an age-old problem, while aftermarket sealants are temporary fixes.

"Unlike this unreliable fix, DuraSeal reduces repair, downtime and tyre replacement costs. The built-in sealant means no messy cleanup for each repair, reduced fire risk during retreading and no negative impact in tyre temperature, high-speed performance, durability or rolling resistance."

DuraSeal adds some five to seven pounds weight per tyre but it seals efficiently from -40°(F) to 100°.

DuraSeal technology initially will be available in Goodyear's new Unisteel G287 MSA and G288 MSA mixed-service tyres.

● ***Details on:*** **www.goodyear.com**

Low-temp diesel emissions solutions developed by Kemira

FINNISH company Kemira has developed the Denoxium product family for use in Selective Catalytic Reduction equipment.

It is claimed to reduce the nitrogen emissions from heavy-duty diesel engines to a level compliant with European Union legislation. Kemira is currently investing in Denoxium production at the company's Oulu production plant and conducting negotiations regarding the manufacturing and distribution of the product elsewhere in Europe.

Denoxium is a solution of ammonium formate and urea with a freezing point of -30° Centigrade. The product is safe to use and is biodegradable. Kemira says this has a distinct advantage over the current forms of exhaust after treatment - such as Ad-Blue - which are prone to freezing at temperatures of around -11° Centigrade. This can also lead to transport and storage problems in colder climates. It would also lead to additional capital expense and maintenance for heating systems aboard vehicles and in the supply chain. Urea's ability to reduce nitrogen oxides at extremely low temperatures is also said to be severely restricted.

● ***Details on*** **www.kemira.com**

GET YOUR OWN COPY!

SUBSCRIBE TODAY

COACH AND BUS WEEK **CBW** FOR ONLY **£69**

And never miss an issue of *CBW*

PLUS WE SEND YOU EACH YEAR

- **FREE** Coach Operator's Handbook worth £25
- **FREE** Coach and Bus Guide - a comprehensive directory worth £25 for operators

Coach and Bus Week is the news weekly for coach and bus operators

Subscribe today by simply calling

01858 438847 quoting CBWO

and make sure of your copy, each week

or fill in the form below and send to: emap magazines, FREEPOST, (EDO 3995) Leicester LE87 4AZ

Please select the nature of your business:
001 ☐ Supplier 002 ☐ Manufacturer 003 ☐ Dealer 004 ☐ Operator

I would like to subscribe to *Coach and Bus Week* for:
☐ 1 year (renewal) £59 (UK) (Quote ref: CBWN)
☐ 1 year £69 (UK) (Quote ref: CBWO) ☐ 2 years £120 (UK)
☐ 1 year Eire/Europe £115 ☐ 1 year Airmail £140
☐ I enclose a cheque for £..... payable to *Coach and Bus Week*
☐ Please debit my card for £.....
☐ Visa ☐ Mastercard ☐ Access ☐ Diners card

Card No: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry date:..... Start date: .....

Signed .....

YOUR DETAILS (block capitals please)

Name.....

Job Title..... Company.....

Address .....

.....

..... Postcode.....

E-mail .....

Tel.....

Your subscription will start with the next available issue. This offer is open to readers resident in the UK and closes July 31 2005. This offer cannot be used in conjunction with any other offer. Emap Active Ltd, publisher of *CBW*, discloses selected information about you with our sister companies who may contact you with details of products or services that may be of interest to you. If you DO NOT wish to be informed of any future offers, please tick the box ☐ or mention when phoning. Calls may be monitored for staff training purposes.

Taking accessibility to a whole lower level

The new improved

SPRINTER ACCESSIBLE

The Sprinter Accessible is now even more accessible thanks to several improvements introduced by Mellor Coachcraft, working closely with EvoBus UK and EvoBus Germany.

The Sprinter Accessible already offers unparalleled seating and wheelchair flexibility, roll-on access, outstanding carrying capacity and full EvoBus after sales support.

The new model also offers:-

- The ability to raise & lower the rear suspension to cope with speed humps etc.
- Increased lower floor and upper deck areas.
- Improved interior lining panels.

Call our Sales Team now for further information on:

01706 860610

MELLOR COACHCRAFT
Setting New Standards in Accessibility

Mercedes-Benz

Call now for more information on 01706 860610
Or visit our website at www.woodall-nicholson.co.uk
A member of the Woodall Nicholson Group of Companies.

1998 VOLVO B10M

PLAXTON PREMIERE 350

49/53 recliners, crew seat, double glazed, rear sunken toilet, continental door, choice of 2

~~£82,500~~

Reduced to £72,500

BOB VALE COACH SALES

Tel: 01494 716996

9714/MP

MARCH 2004

LDV CONVOY

Luxury, 16 high back coach seats, luggage racks, large flush bonded windows, TV/DVD, curtains, Euroliners, 3 years manufacturers warranty left on this vehicle, 12 months test.

£14,750 + VAT ono

Tel: 07977 572202

This vehicle is in mint condition

9533/MP

1995 MAN CAETANO

35 seats, radio, PA, seatbelts, MoT till July. Good condition

£27,500

For further details please call

0238 066 3700

9692/MP

ALGARVE II MAN

33 seats with washroom, carpets, curtains, wheeltrims. Extras include 6 tables, rear servery, drinks machine, fridge power point. Ideal dual purpose vehicle for corporate market

£45,000

Please call 0121 474 6888

9687/MP

For Sale

Atlantean AN68

Double Deckers x6

1977-1981

Various Spec's

Various MoT's

Some with Private Plates

From £1,500

For more info Tel:-

01159 789466

07813 277718

9715/MP

DODDS of TROON

2000 SCANIA K124 IRIZAR CENTURY, 51 reclining seats, seat belts, air conditioning, video, toilet, fridge, eleven months MoT, **£108,000 + VAT**

1999 SCANIA K124 IRIZAR CENTURY, 51 reclining seats, seat belts, air conditioning, video, toilet, fridge, full MoT, **£95,000 + VAT**

Both vehicles owned and maintained by Dodds from new.

For further details contact

DODDS of TROON

Tel: 01292 288100

9701/MP

RENAULT MASTER

16 seater executive mini coach, registered June 04, 16 high back coach seats, full tinted bonded windows, luggage racks, forced air, reading lights and air con, TV/DVD, front entry, coach rear end with boot, very low miles, selling due to new vehicle arriving.

£23,500 + VAT ono

Tel: 07977 572202

Finance available subject to status

9534/MP

1997

LDV CONVOY

High roof, 16 seat, Adamson conversion, tested December 2005, good condition

For further details

Please call 01466 711213

9719/MP

WARRINGTON BOROUGH TRANSPORT LIMITED

3 X LEYLAND OLYMPIANS

First registered in 1984

For further details contact Damian Graham

Tel: 01925 63426

9724/MP

Bus & Coach Auction Jump on Board!

Wednesday 9th February at 11.00am

LeasePlan

Entries to include:

04 Mercedes-Benz 814 Vario Welfare Bus 802kms
01 MAN Marcopolo 340 Continental 49 seater
01 Renault Mascott Welfare Bus
00 Mercedes-Benz 614 Vario Welfare Bus
00 Renault Master T35 Welfare Bus
Further Iveco 59.12, Fiat Ducato Welfare Buses

For sale without reserve:

A selection of Leyland Swifts, Volvo B10MS, Wadham Stringer, Leyland Leopard Coaches

Further entry still invited

Call **Andy Worswick** or **Duncan Baker** on:

0161 230 6000

A57 Hyde Road, Belle Vue, Manchester M12 4RX.

or fax details on ***0161 220 8079***

Email address: aworswick@bca-group.com

For the quickest **FREE** and easy way to find Coaches and Buses simply log on to: **www.commercialauctionview.com**

ATTENTION: ALL NON BCA ACCOUNT CUSTOMERS AND FINANCE BROKERS
All non account customers, without exception must lodge a minimum SWITCH/DELTA, CASH or BANKERS DRAFT deposit of £500 or 10% of the final bid price (whichever is greater) per vehicle to the Auctioneers rostrum at the time of sale. Please telephone Miss C Ingram – Cashier, for further information regarding finance payment enquiries prior to sale.

The **ONLY** Bus and Coach Auctioneers

BCA VEHICLE REMARKETING

NOW AVAILABLE FOR BOTH DEPOSIT AND FINAL PAYMENTS.

9700MP

www.bca-europe.com

2002 SETRA 315 GHTD

Full exec with air con, 49 seats

£134,995 + VAT

1996 NEOPLAN DENNIS TRANSLINER

Full exec with air con, 50 seats

£39,995 + VAT

ZAK'S BUS & COACH SERVICES LTD

Tel: 0121 360 2862

Mobile: 07973 739103

9734/MP

1994 Volvo Plaxton Excalibur

49 seats, centre toilet, 2 TV's, MOT June, 1 owner, excellent condition

£55,000 + VAT

1996 Bova Futura FHD

49 seats, Full Exec + Air Con, New MOT

£55,000 + VAT

2000 MAN Marco Polo

37 recliners, MOT April, Lovely mid-size tourer

£65,000 + VAT

1989 Volvo B10M Plaxton 3500

53 seats, recent re-spray in white, MOT Sept

£18,000 + vat

1995 Toyota Optimo III

21 seats, VGC, New MOT

£15,000 + vat

Owen's of Oswestry

Phone Fred or Mike on:

01691 652126

9725/MP

Due to arrival of New Coaches Galvins Coaches have the following low mileage coaches for sale:

2000 Setra 315, 49 recliners with leather headrests, air conditioning, centre sunken toilet with continental door, footrests, fridge in dashboard, seatbelts, double glazed side windows, Mercedes engine with 6 speed manual gearbox with retarder.

2001 Setra 315, 49 recliners with leather headrests, air conditioning, centre sunken toilet with continental door, fridge in dashboard, double glazed side windows, Mercedes engine with 6 speed manual gearbox with retarder. Choice of two.

1999 Volvo B10M Vanhool, 49 recliners with toilet, air conditioning, rear sunken toilet with continental door, fridge, footrests, seatbelts, magazine nets, double glazed side windows.

2003 Scania Irizar Century, comfort shift, 40 recliners with toilet, air conditioning, retarder, fridge, footrests, reversing camera.

All of the above have been owned since new used on Tourwork covering on average 60,000 km per annum and have new DOE.

Contact John Galvin, Galvins Coaches, Dumanway Co Cork, Southern Ireland

Tel: +353 23 45125

Fax: + 353 23 45407

9717/MP

Advertise on these pages and get

To advertise on these pages please contact LUCY on 0870 062 6762

Due to fleet upgrade

RED KITE TRAVEL of ST HELENS

have the following Coaches for sale:

1989 F Reg LEYLAND TIGER 24S PLAXTON 3200

Manual box, 53 seats, MoT November 2005, straight coach, good workhorse, in daily use.
£9,950 ono + VAT

1992 K Reg VOLVO B10M PLAXTON PREMIER 350 ZF AUTOMATIC EXEC COACH

46+crew, rear large wash room and servery, hot and cold, 4 fridges and larders, wired TV and video, MoT August 2005. Loads of underfloor luggage space.
Lovely coach. **£24,950 + VAT ono**

For further details or to view contact
Mark on 01744 616181 or 07779662889

9730/MP

1996 (P)
MERCEDES BENZ 814 BUSCRAFT

26/28 seats, tables, toilet, drinks, tv, video, courier seat, curtains, luggage racks, forced air.

£20,000 + VAT ono

COMMERCIAL COACHES
Tel: 01642 251111, John
Mobile 07764 279938

9705/MP

TOYOTA **HOLLOWAYS** H **OPTARE**

FOR THE BIGGEST & BEST SELECTION OF NEW AND USED MINIBUSES & MIDI COACHES,

CHECK OUT OUR WEBSITE

WWW.HOLLOWAYCOMMERCIALS.CO.UK

01902 636661

9731/MSM

1998 June (R)
MERCEDES EX 35.

35 seat + courier, hot drinks machine, carpets, curtains wheeltrims, tinted windows, forced air ventilation. Boot & Side lockers (5.9 cubic metres luggage area). Excellent condition with less than average mileage, owned by us from new with full twelve months MOT

£45,000 + VAT.

Commandery Coaches on Tel: 01905 458529.

9733/MP

Stafford Bus Centre

Specialist Bus & Coach Sales

VOLVO D10M CITYBUS EAST LANCS BODY, 1989, G reg, 88 bus seats, choice of 4, all with long MoTs from ..... **£17,950** (Can be belted/painted at cost)

VOLVO D10M CITYBUS ALEXANDER BODY, 1988 F reg, twin door, 76 seats, long MoT, last one available **£15,950**

MCW METROBUS MKIIa, E, F & G reg, 73 seats, Gardner engine, Voith gearbox, various MoTs, choice of 10 ring for details from **£7,950**

LEYLAND OLYMPIAN ECW (LOW HEIGHT), choice of Y, A and B Reg ..... **£3,950 - £6,950 MORE DUE IN SOON**

LEYLAND LYNX, 1991, J Reg, MkII, front entry, 49 bus seats, choice of 5, due soon from **£4,750**

DENNIS DOMINATOR EAST LANCS BODY, 1987 E Reg, 76 seats, clean inside and out, 1 remaining **£2,950**

MAN 11.220 MARSHALL BODY, 1995 N Reg, 38 bus seats, long MoT, choice of 2 **£11,950** Also P Reg with later shape body at **£13,950**

OPTARE DAF DELTA, 1989/90 G Reg, 47/49 seats, 1 remaining **£6,650**

MERCEDES 811D PLAXTON BEAVER, 1995 M Reg, 31 bus seats, MoT Dec, plain white **£9,950**

MERCEDES 709D ALEXANDER SPRINT, 1993/94/95 L & M, 23/24 bus seats, very clean, choice of many from ..... **£4,950 to £5,750**

MERCEDES 709D MARSHALL BODY, 21-23-25 seats, choice of many from **£4,950**

MERCEDES 709D ALEXANDER SPRINT 1996 N Reg, fited with 25 new HB coach seats and belts, repainted in metallic silver and new MoT **£11,950**

MERCEDES 709D BEAVER, 1991 PP 29 seat body but fitted with 20 plus luggage pen, manual gearbox, choice of 2 from **£2,600**

MERCEDES 709D ALEXANDER SPRINT, Choice M, N and P Reg, manual gearboxes, 27/2[SOLD]seats from **£8,750 / £10,750** also N Reg 29 seat auto at **£9,950**

MERCEDES 811D ALEXANDER SPRINT, 1996 N Reg, fitted with 31 new M2 tested 3 point belted coach seats with 3 point belts, walnut dash kit, stainless wheetlrims etc ..... **£POA**

MERCEDES 814 VARIO 1988, R reg, 27 bus seats, manual box, choice of 2 from **£13,950**

MERCEDES 709D WADHAM STRINGER 'WESSEX', 1995 M Reg seats, Alison Auto **£5,590**

MERCEDES 709D PLAXTON BEAVER, 1988, F Reg, 25 HB seats (needs retrim) **£1,595**

DENNIS DART PLAXTON POINTER SLF, P Reg 38/40 seats, available to view in the south ..... **Ring for details**

VOLVO D10M CITYBUS 1990, H Reg, 87 seats, single door conversion, currently in build, can be retrimmed / belted to your spec .**POA**

LEYLAND TIGER PLAXTON DERWENT, 1989, F Reg, new MoT, 54 bus seats **£5,250**

LEYLAND NATIONAL GREENWAY, Volvo repower, vgc, choice of 2 from **£3,750**

TBP (FREEWAY) 1996, PP (SLF) Yes (super low floor), 24 seats, ideal spare vehicle for super low contract. Choice of 2 ..... **£3,250**

LEYLAND NATIONAL GREENWAY, Rebodied 1992, PP, Gardner engine, 41 seats, very clean throughout, long MoT (also 49 seater available) **£2,750**

Call Martin on 01782 791774 07803 222552 (Mobile)

9709/MP

---

your advert on cbwnet.co.uk FREE!

To advertise on these pages please contact LUCY on 0870 062 6762

MINIBUS

Moving into the future with Hansar

- Hire Purchase
- Finance Lease
- Operating Lease
- Choic3s™

9510/MB

Artist impression UK Registered design 3017660. ©Copyright 2004

For all enquiries call Hansar on **0161 488 4000**

All finance is subject to status and only available to persons aged 18 or over. Business users only. Hansar Finance Limited, Bridgeway House, Mellor Road, Cheadle Hulme, Cheshire SK8 5AU.

HANSAR FINANCE LIMITED

cbwnet.co.uk

VEHICLE SALES MISCELLANEOUS

NOW IN STOCK: **Dennis Javelin** 70 seater
Ring for details

2001 VOLVO B10M EXCALIBUR 49 seats, air con, choice
1999 SCANIA IRIZAR CENTURY, 49 seats with toilet
1999 BERKHOF AXIAL, Dennis Javelin GX, 46/51 exec
1989 LAG PANORAMIC 49 seat exec
1998 IVECO BEAULAS 49 seat Executive
1992 MERCEDES 709 27 hi-back seats, 3 point belts
2001 VOLVO B10M CAETANO ENIGMA. Choice of 49 or 51 seats, auto.
2001 SCANIA L94 IRIZAR CENTURY, 53 seats, air con, auto.
1994 TOYOTA OPTIMO. 21 seats, selection of contract vehicles. Call for details.

WANTED FOR CASH YOUR SURPLUS VEHICLES

8546/VSM

NOW AVAILABLE - Choice of Volvo's, Scania's, Bova, various configurations – Ring for list

NEW TOYOTAS AVAILABLE FROM STOCK

AD COACH SALES

TELEPHONE: 01884 860767
FAX: 01884 860711
e-mail ggoodwin@adcoachsales.co.uk www.adcoachsales.co.uk

VEHICLE SALES MISCELLANEOUS

1999 (T) BOVA FUTURA FHD

49 seats, air conditioning, WC, hot drinks, aircraft lockers, fridge, TV/video, alloy wheels, retarder, radio CD, base white with grey interior, good all round and in excellent condition, MOT July 2005.

£85,000 + VAT ONO

1997 (R) BOVA FUTURA FHD

49 recently retrimmed seats, air conditioning, WC, drinks, twin monitors, retarder, lovely coach in very good order. Eye catching airbrush livery. MOT January 2006.

£67,500 + VAT ONO

PART EXCHANGE CONSIDERED ON EITHER OF THE ABOVE

More photos of any of our vehicles can be emailed on request

APT Coaches Ltd (Essex)

01268 783878

EMAIL: ADMIN@APTCOACHES.CO.UK

9682/VSM

Due to the imminent arrival of new vehicles offer for sale

City Circle

Neoplan Transliners (MAN)

All vehicles are fitted with

ABS ● ASR ● Voith Retarder ● Cruise Control ● Alloy Wheels ● Burglar Alarm ● Air Conditioning and climate control ● Webasto Double Glazing ● Refidgerator ● Video with two/three monitors ● Fully Carpeted ● Individual arm and footrests and seat back tables ● Airline style lockers and all usual Neoplan refinements

All vehicles are very low mileage, and have been dealer maintained (FSH available) and will be offered for sale in excellent condition (all white) with a new MoT

Choice of:

3 x 2000 (W reg) 53 seats £95,000 + VAT each

3 x 2000 (Y reg) 1 SOLD 49/53 seats (centre demountable toilet) £109,000 + VAT each

Vehicles are available for immediate release and sensible offers will be considered for early or multiple purchases.

Contact Neil Pegg - Tel: 0208 561 2112

City Circle UK Ltd
North Hyde Gardens, Hayes, Middx UB3 4QT

9726/VSM

BLYTHSWOOD MOTORS LIMITED

TEL. NO. 0141 221 3165
FAX NO. 0141 221 3172

WE ARE MOVING OUR YARD CHECK OUR SALE PRICES
FREE SATELLITE NAVIGATION SYSTEMS WITH EVERY VEHICLE

1175 ARGYLE STREET
GLASGOW G3 8TQ

NEW MERCEDES VITO 9 SEATS

Super Finish & Performance
Available in Long & Extra Long
88 BHP/109 BHP/150 BHP, Luggage Space, Factory Built, Quick Release Seats & reversible 6 Speed Gearbox, 3 yrs Warranty,

4 Doors & Tailgate or 6 Rear Doors, CDI Engine giving over 60 MPG,Can up to 2 Wheelchair's, Metallic
Or Ordinary Paint
IMMEDIATE DELIVERY
From £16500.00 + VAT
Choice of Six New Mercedes Service Buses
33 + 7 Standees, Auto & Telma Or ZF 5 Speed 2 Only with Spring Suspension,
New Beaver 2 Plus
33 Hi Back, Belts, Boot, Luggage Racks ZF Or Auto Gearbox 65 MPH
Plus New 33 Seat Cheetah
Luxury Mercedes Coach all Extras
or
29 & Super Boot,
Or
25 & Jumbo Boot
Cheetah Cheetah Cheetah
Plus Used Ones

Mercedes New 24 Seat

Full Luxury Spec, 3 Point Belts, ZF Gearbox, Telma, Power Door, Reading Lights, Forced Air Vent, Courier Doing 22 MPG CHOICE
Also available
23 Seats,6 Wheelchairs, Side Lift, Full Boot 14 Days

03 814D 24 Seat Power Door 52k
97 611D 24 Seat Power Door,Boot
97 612D 24 Seat Boot, Belts
98 614D 24 Seat Luggage, Boot
98 614D 24 Seat Belts, Boot
LARGE CHOICE OF COACH SPEC. & DUAL PURPOSE

Kia Pregio

Supplied with 12 Seats & Belts Full Specification, Part of Hyundi Group, Value Finish Quality
NOW - £11000.00 + VAT
NOW JAN. 05 DELIVERY

NEW LDV MAX EXTRA LONG

POWER DOOR, 16 SEATS METALIC SILVER MANUFACTURES 4YRS WARRANTY ON ALL NEW LDV'S £24500.00

LDV 12 - 17 LUXURY
Front Entry Panoramic Windows, Power Door, Luggage Space Ford Turbo Engine.....
16 Seats LWB Wheelchair
Front Entry. .....**£ 26500.00**
16 Seats LWB Service or Coach
Power Glider Door, Destination.....**£24500.00**
Factory 15 Seat NEW Sport
Luggage.....**£ 16500.00**
Special Offer - Factory Finished 16 Seat + Driver.....**Only £14995.00** 4 Yrs Warranty
Wheelchair 16 Special **£18995.00**

Mercedes Dual Purpose

New and Used DDA Compliant, Dual Purpose with 33 Highback Seats with 3 Point Belts, Luggage Racks, Boot, Telma, Kneeling, Auto or Manual - In Stock
New Beaver Service 31 + Pen
DDA Manual or Auto or 33 Seats Non Air Suspension, - Also in Stock

In stock

In stock

New Beaver Service Buses
DDA Manual or Auto on Spring Susp, also One only Beaver plus DDA Compliant with Electric Step

FORD 9 - 17 SEATS

Transit 17 Seat with COIF Luxury, Tinted Electric Window & Mirrors
Ford Transit 15 Seat Air Conditioned - Electric Mirrors & Windows - STOCK

Ford Tourneo 9 Seat Air Conditioned Electric Mirrors & Windows STOCK
1999 Ford Transit Highback Seats, PSV
New Transit 12 PSV .....STOCK

CLEARANCE STOCK - ALL MUST GO BY 18TH FEB
MAKE US AS GOOD OFFER & IT'S YOURS

Coach Specification

NEW Mercedes 413 16 with Boot & Extras
2003 TRANSIT 16 Air Conditioned All Extras
2003 MERCEDES 413 16 Luxury Spec Only 52K
2003 MERCEDES 24 Seat Power Door Only 52000K
1999 Transit 14 Hiback PSV
1996 MERCEDES 609D 24 Coach, Boot Power Door Only 232 K
1997 MERCEDES 611D 24 Coach Spec Only 264K Power Door
1998 MERCEDES 614D 24 Coach Spec Boot, Racks, Belts, Power Door, Courier
1995 MERCEDES 709D 29 Hi Back Power Door, Only 330K Repannelled Boot.....**£12000.00**
1996 MERCEDES 711D TURBO 25/29 Power Door, Racks, Large Boot, LowMil.....**£18000.000**
1996 MERCEDES 711D TURBO
24 Coach Spec, Power Door, Permo, Large Boot.
1993 PLAXTON 814D 33 Seat, Power Door, Large Boot Excellent
2000 24 Seat Power Door,Large Boot Only 281K **£24000.00**

Dual Purpose

811D 199131 Semi Coach .....**£ 3500.00**
814D 1993 33 Hiback Seats, Belts, Boot.
814D 1998 23+8 Upgraded HiBack Seats, Telma, L/Mileage Diptac
814D1998 Plaxton 33 Highback Seats,Telma.....
814D 1998 Marshall 27+8 Seats, Dual Telma, Diptac .....**£ 23000.00**
814D 1998 Mellor 29+6 or 31 Upgraded Seats, Telma Choice of 4 DIPTAC
814D 1999 Marshall 33 Coach Seats.....**£ 23000.00**
709D 1995 29 Hiback Seats, Power Door, Boot.....**£ 12000.00**

MERCEDES SERVICE BUSES

What a Choice - 709 Alexanders, Plaxton, Reeve Burgess, Marshall Mellor & Wadham Stringer From 91 to 2001
Choice of 3 Alexander Vario 97 With 27 + 8 Air Suspension Only £17500.00
98 & 99 Plaxton Vario Only £19500.00
These are not high mileage Rubbish.
Choice of Super Low Floor Darts Also 8.8, 10.1, 10.7 & 11.5 Metres - up to 47 Seats + Standees

Coaches

Oct. 1998 Luxury Beulas 49 Air Con All Extras Low Mileage.....**£75000.00**
1997 B10 Vanhool Exec. Air Conditioned....**£75000.00**
1986 DAF Lag 51 Hiback Seats 6 Speed Reading Lights, Forced Air Vent.....**£ 3000.00**
1985 Setra Kassbohrer 49/53 Hiback Telma, Fridge Reading Lights Forced Air
1987 Setra 35 Luxury Spec.
1987 Man Algarve 53 Seat .....**£ 5000.00**

Double Deck Stock

1990 Scania Alexander
80 Seats, Single Door Excellent Vehicle
Only £ 20000.00
1988 Volvo City Bus
85 Seat, Auto, ELCB Single & Double Door, Tyres, Tested *Height 15 ft*
Choice Available only £ 17000.00
1983- 1988 Leyland Olympian
72 - 77 Seats Available, Some Low Bridge, Tyres Included, Gardner *Height - 13'8 to 14' 6*
£4000.00-£ 15500.00 PRIVATE PLATE
Volvo Plaxton 40000 Twin Deck,Triple Axle 68 Coach Seats Belted & New Test
ONLY £ 16000.00
1982 MCW Metro Bus
76 Seats, Alexander Fully Auto - *Choice Available* **£3500**
81/2/3 MCW
76 Seats, Auto *Height 14 ft 6* **Only 1900.00**
1965 & 66 Routemaster
Park Royal Body,Open Platform,Tyres Cummins Auto, Refurbished*Choice Available* Height 14ft 6, Iveco Engine or Cummins All with Tyres
1981 Metrobus To 87
Choice of 5 with Gardner Engine and One 1985 all Tested, Tyres included
Only £1800.00
1985 Dennis Dominator
75 Seat, Voith Auto, Kirkstall Axle, Air Suspension, Northern Counties, Single Door, Gardner Tyres, Tested *VERY CLEAN*
Only £ 5500.00
1986- 1989 Leyland Lion - TURBO
84 to 86 Seats with ELC Body, Turbo,ZF Auto, Single Twin Door,High Speed Diff plus 9 Standees Height 15ft
VERY GOOD CONDITION
Choice from £ 16000.00
Neoplan Double Decker Coaches Choice of 86 - 87 - 88 Finance Available
1988 New Engine, 77 Seats IMMACULATE

1987 Neoplan Double Deck 77 Coach
1985 B10 Van Hool Twin Deck

BMC PROBUS

35 Coach Reclining Air Conditioning Telma,Double Glazed Tints, Curtains
LOW MILEAGE OFFERS

Neoplan

12 Metre Cummins 48 + Standees, Racked for Airport Luggage

Mercedes Horse Box
1995 up to Seven Horses, CCTV, Full Kitchen Shower & TV, 6 Berth, Air Conditioned

Service Buses

Leyland Daf Service or Dual Purpose Destination & choice of Seats
Airport 1999 Neoplan Spec.
Super Low Floor Bus 12 Metre, Partly Racked for Huge Luggage Space + Seated & Standees
1998 IVECO
26 + Seats, Air Susp ,Telma Large Engine Telma Large Engine,Exceptional ... **£8000.00**

SUPER LOW FLOOR DARTS,

IMMEDIATE DEL. MINI TO 10.1: 10.7 & ENVIRO SOLO MOST SIZES
WIDE OR NARROW CAETANO - NORMAL & SLIM LINE

Mini Dart

Mini Dart

2001 Dart 10.7 Plaxton 37 TO 43 + Standees Low Mileage Choice Of Five + Wheelchair
2002 Minibart To 1999
1997 Plaxton 10.1 DART 35 Seat SLF Choice Of
1999 Neoplan 12 Mtre Jumbo Airport, Luggage Area
New Mini Dart Special Seats, & 3 Point Belts
Optare Solo 8.5 2 W/chairs, Facing Rear Choice Of Merc Or Cummins Engine, Belted, Electronic Destination
1994 - 96 Darts - Plaxton 32 Seats Ramp

MERC TWIN WHEEL SPRINTERS 413D

Luxury For Under £27500.00
Forced Air Ventilation,16 Seats Reading Lights, Twin Wheel
Unregistered Merc Warranty

Coach Back End, Large Boot /No Boot
All Forced Air Ventilation, Electric Windows Ventilation, (available)
Transit 8 + Driver
98000.00 miles Superb Running Large Luggage Area, Good Seats, Excellent Condition
Also
03 New Shape Transit
26000 miles Silver Metalic ...**£17775 ONO**

Choice of Convoys 16 Seats
From £1500.00
Merc 709 Plaxton **£750.00**
Choice Merc 709,811 From... **£2000.00**
Tested
New Convoy Wheelchair LWB Hi Roof 16 /5 Wheelchairs . .....**Only £18995.00**
One Only Vito 108 New 8 Seats Air Con Reduced 2 Only Sprinters 413D 16 Luxury **£28000.00**
New 413 Pronto Merc, Power Door, 16 as Wheelchair or Coach New But Registered Stock
Chrysler Crossfire Auto - Special Offer & Terms
2001 V W SHIRAN Air Conditioning, 6 Speed, Extras, Tints, Extras

Mercedes New 33 Seat

Plaxton Full Coach Spec, Manual or Auto Telma ,Large Boot ,Power Door, PA System, Double Glazed Forced Air Vent, Reading Lights, Doing 20mp IMMEDIATE
CHOICE OF AUTO EARLY

2000 Cheetah 29 Luxury Spec, PA
1999 Plaxton Cheetah Full Spec 29 Seats
1999 Plaxton Cheetah 25 Jumbo Boot
1998 Mercedes 814D 33 Seat Coach
1998 Mercedes 814D 33 Seat Coach
1996 Mercedes 814D 33 Seat Coach
1993 Mercedes 814D 33 Seat Coach
1993 Mercedes 814D Plaxton 33 Seat Coach Specification

Wheelchair

New Mercedes Vito
8 + Driver/ 2 Wheelchairs.....**STOCK**
New Mercedes Sprinter Pronto 413D
16 + Power Door, 6 Wheel Chairs .
New Mercedes 413 Twin
16/5 Wheelchair .....**STOCK**
New Mercedes 814D
23/6 W/chair ,Extra Large Boot, Side Lift
New Mercedes Beaver -
32 Coach Seats, 10 W/chairs, Flat Floor
Extra Long
16 / 5 Convoy Wheelchair, Lux. Spec. Panoramic Windows, Front Entry **Early Mercedes 1995**
26 Coach Seats + 4 W/chairs.....**£8000.00**
TOYOTA PREVIA Import 5000
Air Con, 8 Seats - Recliners Auto, Diesel

URGENTLY WANTED
COACHES - BUSES - ALL SIZES & SHAPES
FOR CASH - CASH MINI TO DOUBLE DECK

Finance Available on All Vehicles - We offer Hire or Lease Purchase Agreements at Competitive Rates
Please call for an immediate Quote

EMAIL : BLYTHSWOODMOTORS@AOL.COM
WEB SITE : BLYTHSWOODMOTORS.CO.UK

9713/VSM

CLASSIFIED
To advertise on these pages please contact LUCY on 0870 062 6762

CONNAUGHT P.S.V.

"THE UK's No 1 OPTARE DEALER"

NEW VEHICLES

Optare Solera
39/35 seats + courier,A/C, D/G, plug door, large boot + side lockers

Optare Nouvelle SR
29/33 seats, forced air, or A/C, reading lights, D/G, curtains, PA, large boot.

Optare Soroco
16 seats, coach built, Mercedes 413CDi, reclining seats, air con, plug door, large boot.

Optare Bonito
16 seats coach built, Ford Transit, reclining seats, forced air, plug door, large boot

Sprinter
413 CDi, 16 high back seats, forced air, reading lights, curtains, coach back end

Leyland DAF
16 high back seats, forced air, reading lights, curtains

RING STEVE FOR THE BEST DEAL POSSIBLE

USED VEHICLES

2001 Y REG OPTARE SORROCO
16 seats, coach built, 413 cdi, sprinter

2002 52 REG MERCEDES 814D VARIO PLAXTON CHEETAH, 25 reclining seats + courier
2000 W REG MERCEDES 614D, 24 seats with power door
1999 V REG MERCEDES 614D, 24 seater, autobus conversion, with power door
1999 T REG MERCEDES 412D SPRINTER, 16 seats
1996 N REG MERCEDES 814L, 35 seats and courier
1996 P REG LEYLAND DAF, 16 seats

Contact: Steve Peach Tel: 01302 770863
Mobile: 07836 551020 Fax: 01302 771666

9643/VSM

Commbus.com ltd

Offer the opportunity for you to purchase.

A mobile exhibition coach which we have designed and operated thoughout Europe for the last 2 yrs.

Setra 328 DT

LHD, Mercedes 15 ltr. twin turbo V8, comfort shift and retarder

- Fully airconditioned with mains aircon pump to run from mains if required
- Office layout upper deck with with fridge and rear sound-proof area
- Meeting / presentation lower deck with J shaped leather lounge
- Forward crew area with drivers bunk, TV and video, multi change CD player and Sat Nav
- Carpeted and curtained throughout with seductive lighting .
- Darkened windows.
- Full height toilet cubicle with shower.
- Servery with sink, fridge and microwave.
- 3 Phase mains power system throughout with 240v sockets
- Webasto heater
- 3 kW inverter / charger.
- Twin battery sytems for emergency starting.
- Reversing and upper deck cameras.

Available end of March 2005

For further information and viewing contact Mark Clark 07702 986 328
Email: mark.clark@commbus.com

www.commbus.com

9728/VSM

To advertise on these pages please contact LUCY on 0870 062 6762

Ensignbus

DOUBLE DECKER SPECIALIST

1992 K REG DENNIS DARTS
9 metres, Cummins/Allison, Plaxton Pointer bodies, 35 seats, good tests

1994/5 L AND M REG VOLVO B6'S
ZF Gearboxes, Volvo engines, 40 seats (some coach seated), large choice. These buses are a good opportunity to buy modern buses at reasonable prices.
£11,000 each, plus tyres and VAT

1988/9 F REG SCANIA 113'S,
Alexander bodies, single door, 80 seats with recent retrim.

ROUTEMASTERS . . . Last chance to buy a London Classic. 72 seaters with Cummins engines, all refurbished in the 90's. Ideal buses for weddings, special events or just a toy!!

1991 J REG DENNIS DART
9.8 metres, Cummins/Allison, Plaxton Pointer body, 40 seater, good test

1996 VOLVO OLYMPIANS
Alexander Royale bodies, Coach seated upstairs, large luggage area, air-conditioning, wheelchair lift to front door, lovely condition throughout.

1996 P Reg DENNIS DART
SLF's Plaxton Pointer bodies, 32 seaters, 9.2 metres long

1994 L REG DENNIS DARTS
Northern Counties Paladin bodies, 34 seats, retrimmed, new Cummins engines with current warranties, long tests

1989 G REG VOLVO D10M
Northern Counties body, 80 seats, test 07/05

1984/5 A REG VOLVO D10MS
East Lancs bodies, 76 seats, long tests. Last one

1988 E REG LEYLAND OLYMPIAN
Garner 6LXB/Hydracyclic, Northern Counties body, 73 seats, test 03/05

1985 B REG LEYLAND TIGER
48 seats, Plaxton Paramount body, from our own fleet, extremely clean

1988/9 F/G REG LEYLAND LYNX'S,
49 seats, Cummins L10/ZF.

1986 C REG LEYLAND OLYMPIAN
East Lancs body, Gardner 6LXB/Hydracyclic, 74 coach seats, test 06/05

1982 X REG LEYLAND OLYMPIAN
Roe body, Gardner 6LXB/Hydracyclic, 76 seats, good test

1991-94 DENNIS CONDORS,
Arriving now from Hong Kong. Cummins L10 engines, Voith 3 speed auto gearboxes, tinted windows, full air-con throughout, 94 seats with 2 doors or 95 with single door conversion. Refurbished to Firstgroup spec 4 years ago. Limited number available.

1996 DENNIS LANCE
M reg, SLF's, Cummins engines, Berkhof bodies, 2 door with either 33 or 37 seats.

1985/6 B & C REG LEYLAND OLYMPIANS
Cummins L10's/ Voith 4 speed auto (60mph), low height (13' 8"), 77 seats, good tests

1986/7 LEYLAND OLYMPIANS
Gardner/hydracyclic, ECW semi-low height bodies, 68 seats, long tests, some single door, 72 seaters also available, from £7000

1983 A REG LEYLAND OLYMPIANS
Gardner 6LXB/Hydracyclic, low height (13' 8"), 77 seats, all tested well into next year

8153/VSM

OPEN TOP BUSES A SPECIALITY BRITAIN'S BIGGEST BUS DEALERS

Juliette Way, Purfleet Industrial Park, Purfleet, Essex, RM15 4YA
Telephone 01708 865656 Fax: 01708 864340 e-mail: sales@ensignbus.com
Visit our website for current stock at www.ensignbus.com
For the convenience of our customers in the North we now have some sales stock in Darlington, where a limited range can be viewed. Please phone for details

To advertise on these pages please contact LUCY on 0870 062 6762

A D Coach Sales
Tel: 01884 860767

New Toyota's available from stock

1999 BERKHOF AXIAL DENNIS JAVELIN GX
46/51 SEATS WITH SERVERY, AIR CONDITIONING

1993 DENNIS JAVELIN
70 SEATER, FULLY CERTIFIED & MOT'D

2001 CAETANO ENIGMA VOLVO B10M, AUTO
CHOICE OF 49/51 SEATS, AUTO

2001 SCANIA L94 IRIZAR CENTURY
53 SEATS, AIR CONDITIONING, AUTO

Many other vehicles available - if you don't see it - give us a call!
Wanted - your surplus vehicles for cash

A D Coach Sales, Newbridge Coach Depot, Witheridge EX16 8PY
Tel: 01884 860767 Fax: 01884 860711 Email: ggoodwin@adcoachsales.co.uk

To advertise on these pages please contact LUCY on 0870 062 6762

H.W. PICKRELL

MINIBUS AND WHEELCHAIR ACCESSIBLE VEHICLES

Gardners Lane North • Crays Hill • Billericay • Essex • CM11 2XE
Telephone: (01268) 521033 Mobile: 07860 894331 Fax: (01268) 284951
Email: sales@hwpickrell.co.uk **Website: www.hwpickrell.co.uk**

Retail Motor Industry Federation

Finance available on all above vehicles (subject to status) (written details on request)

1996 N REG MERCEDES SPRINTER 412D

LWB, PAS, 2.8 turbo diesel, full height electric door, low front entry, 14 removable high back seats, Unwin tracking, PLS underfloor tail lift, Eberspacher heater, ex local charity ,low miles

Y REG TOYOTA HIACE 2.0 DIESEL

5 speed, PAS, medium wheel base, low roof, side loading door with step, 6 seats of which 4 are removable seats, Unwin tracking, Ricon fully automatic tail lift, 1 owner mint condition, 22k miles

W & 51 REG VOLKSWAGEN TRANSPORTERS 2.5 TURBO DIESEL

5 speed, PAS, medium & long wheel base, 8 high back seats, or 3 plus 1 wheel chair, Unwin tracking, Ricon tail lift side loading door low entry, ex authority mileage from only 6,500 miles, mint condition. choice of 3

NEW UN REGISTERED ,IVECO 50.C13 2.9 TURBO DIESEL

Iris conversion 16 seats, power plug door, high roof, bonded windows, M2 floor, M2 high back seats, Unwin tracking, heater, new underfloor PLS tail lift, new conversion.

T REG PEUGEOT BOXER, 2.5 DIESEL

5 speed, PAS, medium wheel base, high roof, side loading door with step, 10 removable seats, Unwin tracking, Ricon fully automatic tail lift, one owner, mint condition, 36,500 miles only

1998 - 2001 REG RENAULT MASTER, 2.5 DIESEL

5 speed, PAS, medium wheel base, high roof, SLD with fold down step, 11 removable seats plus driver and pass, Unwin tracking, choice of ramp or Ricon tail lift, one owner ex local authority, v good condition, choice of 5

1999 - 2002 REG RENAULT MASTER, 2.5 DIESEL

5 speed, PAS, long wheel base, high roof, SLD, 8 - 15 removable seats, Unwin tracking, choice of lowering suspension & ramp or Ricon tail lift one owner ex local authority, good cond, low miles choice of 10

1998 - 2000 IVECO TURBO DAILY 45.10, 2.8 DIESEL TURBO

Irisbus & Mellor conversion, PAS, high roof, 16 - 14 removable high back seats, Unwin tracking, PLS underfloor tail lift, front entry door, low front entry, ex NHS, choice of 5 2

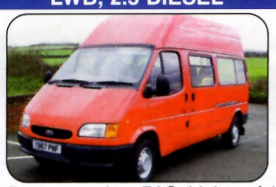
X REG FORD TRANSIT 190 HI-CUBE, 2.5 DIESEL

Mellor conversion, PAS, high roof 8 high back seats plus 3 wheel chairs, Unwin tracking, PLS auto underfloor tail lift, full height side loading door with low entry, ex authority , very low mileage

X REG FIAT DUCATO,2.8 TURBO DIESEL

5 speed, PAS, long wheel base, high roof, 13 or 8 high back seats plus 2 to 4 wheel chairs, Unwin tracking, Ricon tail lift side loading door low entry, ex authority only 25,000 miles ,

T REG FORD TRANSIT 130 LWB, 2.5 DIESEL



Mellor conversion, PAS, high roof 12 high back seats plus 3 wheel chairs, Unwin tracking, PLS auto under floor tail lift, side loading door with low entry step, ex authority, very low mileage,

03 REG VOLKSWAGEN LT46 VDL

Kluster extended wheelbase conversion, 2.5 turbo diesel, EXLWB with O/S/R emergency door, PAS, 16 high back seats, low floor entry, Webasto heater power side loading door with fold out ramp, ex demo

X REG IVECO TURBO DAILY 50C11

2.8 diesel, Mellor Vancraft conversion, PAS, 16 removable high back seats, Unwin tracking, pls underfloor t/lift, slam door low front entry, ex lease low mileage 40-50,000kms choice of 2.

S REG IVECO TURBO DAILY 45.10, 2.8 DIESEL

Euromotive conversion, PAS, 16 removable semi high back seats, Unwin tracking, Ratcliff underfloor t/lift, power door low front entry, destination board, ex council ,

12/01 REG FORD TRANSIT, 2.5 DIESEL

5 speed, PAS, long wheel base, high roof, side loading door with step, 8 high back seats with three point seat belts, one owner, mint condition, ,large boot storage area, ideal taxi / airport work

X REG PEUGEOT BOXER, 2.5 DIESEL

5 speed, PAS, long wheel base, high roof, side loading door with step, 16 high back seats with all age three point seat belts, one owner good condition , 55000 miles only ex school

2001 & 02 REG RENAULT MASTER T35D, 2.5 DIESEL

5 speed, PAS, long wheel base, steel roof, Mellor conversion, side loading door with sliding step, 16 semi high back seats, one owner mint condition, 50,450 miles, choice of 2

FRONT LINE EMERGENCY AMBULANCE R REG, FORD TRANSIT 2.5 TURBO DIESEL

UVG Lazer body, 2.5 turbo diesel, PAS, LWB, 2x n/side seats that fold down to a bed,o/s single easy load stretcher, strobe blues & siren, seen lights ,etc, one owner, good condition, choice of 2 1

V REG, CHEVROLET 3500

Wheeled coach body, automatic, power steering, LWB, air susp, side loading door, 2 near side fold up seats that fold to a bed, easy load stretcher, full air con through out vehicle, high spec, lot's of equipment, one owner, mint con. Choice of 2

1999 V REG RENAULT MASTER FRONT LINE,TH35D, 2.5 DIESEL

5 speed, PAS, long wheel base, side loading door, 5 seats plus stretcher, Rolac ramp, Unwin tracking, blues & two's,high spec, piped oxygen etc, one owner mint condition

To advertise on these pages please contact LUCY on 0870 062 6762

HOLLOWAY COMMERCIALS

Buy the genuine article - 3.85 tonne GVM and stay legal

NOT AN INFERIOR COPY

SUPER **STRETCHED** BODY, 16 HIGH BACK LUXURY M2 SEATS, HUGE SUPER BOOT, BONDED PANORAMIC FLUSH GLAZED WINDOWS, POWER PLUG DOOR, FORD 2.4 TURBO DIESEL 90ps ENGINE, 3.85 TONNE GVW, 4 YEAR 150,000 MILE WARRANTY

16 Seats with super boot

Interior 16 seats with super boot

The vehicles are built to a very high specification by EXCEL Conversions in conjunction with Hollowways.

SPECIAL OFFER

WITH WELL OVER 130 MAX'S SOLD THERE ARE A FEW REMAINING BRAND NEW VEHICHLES LEFT WHICH ARE BEING OFFERED AT THE EXTREMELY COMPETITIVE PRICE OF £25,995 +VAT* USUALLY £29,995

** NO PART EXCHANGE*

OUR UNREGISTERED DEMONSTRATOR OFFERED AT ONLY £24,995 +VAT MASSIVE SAVING ON NEW PRICE*

** NO PART EXCHANGE*

FINANCE UP TO 7 YEARS TO PAY WITH ALL OPTIONS AVAILABLE FROM 0% DEPOSIT

ONLY FROM HOLLOWAY

See our website www.hollowayscommercials.co.uk

01902 636661

Open 6 days — Closed Sundays

J10 M6 — 60 Walsall Road, Willenhall, West Midlands, WV13 2EF — J10 M6

Email: sales@hollowaycommercials.co.uk

AUTO SERVICE (PONTYPOOL) LTD

LDV

A Family Business Established 1921

RAC P-S-V Suppliers

VISA

ACCESSIBLE VEHICLES

MINI BUSES & MINI COACHES

The above vehicles are subject to VAT.
Finance and extended warranties are available.

NEW

LDV Convoy 90 PS H/R £15,750
LDV Convoy 75 PS H/R £15,250
LDV Convoy 75 PS School Spec.....£17,350

USED

04 (04) Ford Transit 17 Seat Minibus 125PS. Choice, 8,000 miles, COIF/PSV. £18,750
04 (04) Ford Transit 17 Seat Minibus 90ps, 8,000 mls, COIF/PSV.. .....£18,250
03 (03) LDV Convoy, 17 seat, high roof, 90PF, in red, Tacho tow bar and floor, 24,000 miles.....£11,995
03 (53) Ford Transit, 17 Seat Minibus 90ps, 16,000 mls, COIF/PSV £16,995
03 (03) Ford Transit, 17 Seat Minibus 90ps, 21,000 mls, COIF/PSV.....£16,495
03 (03) LDV Convoy, 17 seats, hi-roof, 24,000 miles, tacograph, towbar, vinyl floor.....£11,495
02 (52) LDV Convoy 17 seats, high roof, 90ps, COIF/PSV, choice, low mileage.....£10,995
02 (02) LDV Convoy 17 Seat H/R, 32,331 miles, 75 PS choice PSV £9,500
02 (02) Ford Transit 16 Seats M/H/R LWB. Twin S/L Doors..... .....£10,750
P (97) LDV Convoy, 17 seats, L/R COIF/PSV £3,500
N (95) LDV 400 3.5T, 17 seat, low roof, 80,000km, new MoT, to clear £2,400

WHEELCHAIR ACCESSIBLE

02 (02) LDV CONVOY, hi-roof, wheelchair accessible minibus, 2.4L diesel, Durotorque, 8 seats or 6 passengers + 2 wheelchairs, underfloor chair lift, electric side load, doorstep, 29,591 miles..... .....£13,750
N (96) IVECO 35/10 wheelchair access, Devon conversion welfare bus, 15 seats with Unwin tracking throughout, 69,000 miles, underfloor lift.....£6,495

ROCKHILL ROAD, PONTYPOOL, SOUTH WALES, NP4 8AN

10 minutes Junction 25A of M4 Motorway.
All the above subject to VAT.
All used vehicles come with 12 months MoT/PSV.
All LDV stock direct from factory.

9691/MB

Telephone: 01495 757111
Mobile: 07850 739446 (Haydn)
or visit our website:
www.minibus-sales.co.uk to view the above stock

EDINBURGH COACH LINES LTD

have become the Scottish Agents for Leinster Vehicle Distributors of Urlingford, Ireland. We have the following new vehicles for sale.

The Brand New:- LX 29 on Mercedes 0814 chassis as seen at the bus & coach show. This vehicle has 29 reclining seats air-conditioning, tv/dvd, radio/pa system and 3 point seat belts. Also fitted with retarder/brake exhauster.....**Priced at £ 87,500**

We also have the following used vehicles for sale:-

1989 Setra S215HD (White) 49 reclining seats, toilet, fridge, radio & pa system. Wired for video. MOT'd till Dec 2006..**£25,000. o.n.o**
1990 Setra S215HD all details the same as above. MOT'd till Dec 2006.....**Price £ 28,000. o.n.o**
1997 Setra S 250 (8 Speed Gearbox 4/4) (P) plate with 48 reclining seats, fridge, toilet, tv/video, hot water dispenser. Taxed and MOT'd. These vehicles are in immaculate condition and have been maintained to a very high standard. Choice of 3 .....**Price £ 80,000 each**
1997 Setra S 250 Auto. (R) plate with the same specifications as the vehicles above. Again there is a choice of 3 ....**Price £ 85,000 each**
1998 Volvo B10m Cataeno Enigma (White) 51 reclining seats with air-con, radio pa system, wired for video and MOT'd till March 2006.....**Price £ 75,000. o.n.o**
1998 Volvo B10m Cataeno Enigma (silver) with 49 reclining seats, toilet, radio pa system, tv/video MOT'd till June 2005. Choice of 2 .....**Price £ 70,000. o.n.o**
1996 Toyota Optimo's choice of 3 (2 silver 1 white) with lge boots all have air-con & radio/pa systems with large boots. MOT'd till March & April 2006.....**Price £ 14,000.o.n.o**
1997 Toyota Coaster (4 cylinder) 18 seater with air-con, radio pa system & large boot. MOT'd till Feb 2006 (will sell with new MOT).....**Price £14,000 o.n.o**

All these used vehicles have removable vynals.
All prices are + VAT & sale only.

Contact Peter on 0131 554 5413

9712/VSM

IMPORTANT ANNOUNCEMENT

We've always accepted all major credit cards

Call now on 0800 328 0471

MasterCard VISA SWITCH DELTA

PRODUCTS & SERVICES

BATERY POWER PACKS

powervamp
PORTABLE BATTERY PACKS

- Packs custom built for all fleet sizes
- Quality steel construction
- Maintenance free

NOW AVAILABLE
NEW budget unit for owner/ operators

WESTON-SUPER-MARE BS24 9AY
www.powervamp.com
TEL: 01934 643000 FAX: 01934 642800

9709/BPP

BUILDINGS

HEAVY DUTY STEEL BUILDINGS

✧ Bus Workshops ✧ Secure Storage
✧ Supplied any width, any length
✧ Building to BS5590 ✧ Doors high enough for Double Deckers
✧ Finance available
For further information phone

BLUELINE BUILDINGS
01709 578333 anytime

9174/BLU

FAX YOUR COPY OVER ON 01733 467770

CLASSIFIED

To advertise on these pages please contact LUCY on 0870 062 6762

CABLES

High Specification, Low Temperature Operation

R.D.B. CABLES

Rossfield Road,
Rossmore,
Industrial Estate,
Ellesmere Port,
Cheshire L65 3AS

- Gear shifter control cables
- Accelerator control cables
- Modulator control cables
- Foot pedals and connection kits
- Ball joints, rose joints and clevises

Tel: 0151 355 0004 - Fax: 0151 356 8408
Credit cards accepted

8568/CAB

CAMERAS

Coach & Bus

activ uk
15 abingdon way
stoke-on-trent
ST4 8DX

t +44(0) 1782 644496
f +44(0) 1782 644497

www.activcameras.co.uk

CCTV Recording Systems

(Rental or Purchase)

(Please call for details)

activ cameras

9628/CAM

DRIVERS SEATS

Drivers Seats

Static Seats with height Adjustment

Full range of Static, Mechanical and Air Suspension seats available for Coaches, Service Buses, Vans and Trucks

Prices from £150 + VAT

(No carriage charges)

Suspension Seats

Thomas Scott (Seating) Ltd

Tel: 0141 763 2120
Fax: 0141 763 2144
Email: tscottco@aol.com
Web: www.marineseating.com

MasterCard VISA SWITCH DELTA

9281/DS

GARAGE EQUIPMENT

Commercial Vehicle Lift & Commercial Brake Testers FOR SALE

Contact Roger on
01384 410008
07932 069627

9483/GE

Commercial Garage Equipment For Sale

Inc Static Lifts, Column Lifts, Brake Testers, Compressors, & all other workshop equipment

Specialists in Reconditioned Equipment

BWS (0117) 953 0381
www.bwsequip.co.uk

9640/GE

GREAT SERVICE! Great value! Great results! Ring FREE on 0800 328 0471 to get your classified working for you. (F9)

INSURANCE

COACH AND BUS WEEK CBW

The market leading magazine that's tailor made to make your business grow.

There's no better alternative

Tel: 0870 062 6761/0870 062 6762/0870 062 6763 – NOW

INSURANCE
Since 1970
M.E.FRENCH & CO
have specialised in all types of insurance for the Road Transport Industry. For a competitive quote on your coaches, premises or your liability insurance, please contact Richard at:
40a Liverpool Road, Penwortham, Preston PR1 0DQ
Tel: 01772 745204 anytime
Fax: 01772 746500
AUTHORISED AND REGULATED BY THE FINANCIAL SERVICES AUTHORITY

9673/INS

Giving personal attention all the time.

WRIGHTSURE insurance group

The Wrightsure Service

A privately owned company renowned for friendly service built on quality and expertise.

Providing insurance services to the transport industry for more than 25 years.

Managing the full insurance needs for many of Britain's leading fleets.

Wrightsure Services Ltd.
Wrightsure House,
799 London Road, West Thurrock,
Essex. RM20 3LH.
Tel: 01708 865533
Fax: 01708 865100
e-mail: info@wrightsure.com

We also have offices in :

- Fareham
  Tel:01329 828228
  Fax: 01329 827727
  e-mail: fareham@wrightsure.com
- Dumbarton
  Tel: 01389 732822
  Fax: 01389 742966

Wrightsure Services (North West) Ltd.
Wrightsure House,
672 Aigburth Road,
Liverpool. L19 0NZ.
Tel: 0151 494 0007
Fax 0151 494 2560
e-mail: liverpool@wrightsure.com

www.wrightsure.com

cpt

MEMBER
General Insurance

9185/INS

INSURANCE

SUMMIT

AT LLOYD'S

- Quote for a single vehicle to large fleets
- Cover for foreign travel available
- Cover for windscreens and glass available
- Pay by instalments

Please contact your broker for further details

Amlin House, Parkway, Chelmsford, Essex. CM2 0UR

Coach Insurance 9280/INS

SEAT BELTS

BARRY HALL INSTALLATIONS

securon

- Seat Belt Supplies
- Hand Rail Padding
- Next Day Delivery
- Seat Belt Installations
- Double Deckers Seat Belted

The UK's no1 Seatbelt Installers
Call the Experts: 01522 689911
Email: info@bhiuk.com
www.bhiuk.com
Fax: 01522 689922

5232/SBE

Your Seat Belt Installation is our Reputation

cbwnet.co.uk

REGISTRATIONS

• SPEEDY REGISTRATIONS CO LTD •

Retail Motor Industry Association

'Buy with confidence – CNDA Member'

ALL AT £50

AEZ	7369	BEZ	3135	GHZ	1622	IJZ	2589	NUI	7839	OUI	3147
AIG	1382	BEZ	3136	GHZ	1623	IJZ	2590	NUI	9237	OUI	3148
AIG	1383	FHZ	4189	GNZ	5499	IJZ	2591	NUI	9276	OUI	3149
AIG	1384	FHZ	6874	GNZ	6326	NKZ	2560	NUI	9278	YIL	8782
AIG	1385	FHZ	6875	GNZ	6327	NKZ	2561	OUI	2763	YIL	8783
AIG	1386	FHZ	6876	GNZ	6328	NKZ	2562	OUI	2764	YIL	9483
AIG	1387	FNZ	7691	HJZ	4837	NKZ	5497	OUI	2765	YIL	9484
BEZ	3134	FNZ	7692	HJZ	4854	NKZ	5498	OUI	2833	YIL	9485
		FNZ	7693	HJZ	9970	NKZ	5499	OUI	2835		
		GHZ	1621	HJZ				OUI	3146		

We Buy for Cash, also Part Exchange

Tel: (028) 6638 7124 Fax (028) 6638 7771

Millwood, Lisbellaw, Co. Fermanagh, N. Ireland BT94 5HQ

9626/REG

REGISTRATIONS

ESTABLISHED 1984

MURRAY MARKS

NO VAT

£50		£50		£50		£50		£50		£50	
AEZ	7497	GJZ	3038	HJZ	4036	MKZ	7264	NKZ	3881	YIL	5924
AEZ	7498	GJZ	3039	HJZ	4037	MKZ	7265	NKZ	3882	YIL	5925
AEZ	7499	GNZ	2162	IJZ	2658	MKZ	7266	NKZ	3883	YIL	5926
AEZ	9248	GNZ	2163	IJZ	2659	MKZ	7267	NKZ	3884	YIL	5927
AIG	1335	GNZ	2164	IJZ	2660	MKZ	7268	NUI	9250	YIL	5928
AIG	1336	GNZ	2165	NLZ	4211	OUI	2730	NUI	9251	YCZ	8701
AIG	1337	GNZ	2166	NLZ	4212	OUI	2731	NUI	9252	YCZ	8702
								YIL	5923		

UPGRADE YOUR OLD COACH WITH ONE OF THESE DATELESS NUMBERS!!

02882 840424

9475/REG

TICKET EQUIPMENT

WAYFARER 'SAVER' TICKET MACHINES

WAYFARER '3' Machines, Depot readers, baseplates, modules, FULL SYSTEMS OR ADD ONS AVAILABLE.

ALMEX 'A90' TICKET MACHINES, DEPOT READERS, BASEPLATES & 256k ACES AVAILABLE.

WAYFARER MCV Card Readers

WAYFARER '2' Machines, Depot readers, baseplates and modules FULL SYSTEMS OR ADD ONS AVAILABLE.

Full repair service for Wayfarer and mechanical machinery.

SETRIGHT AND ALMEX 'A' MECHANICAL MACHINES AVAILABLE.

Driver Cash Boxes, Change Dispensers, Cash Bags on Bus Cash Vaults.

Ticket Rolls – Plain or Printed + Thermal

PART EXCHANGE AND/OR OLD & REDUNDANT EQUIPMENT PURCHASED

MARK TERRILL – TICKET MACHINERY

5 De Grey Close, Lewes, East Sussex, BN7 2JR

Tel/Fax: 01273-474816. Mobile: 07770-666159

Email: mark.terrill@ukonline.co.uk

9458/TIC

TRAINING

SPECIALIST TRAINING · CONSULTANCY SERVICES

9669/TRA

CPC COURSES - NATIONAL & INTERNATIONAL

- High Quality Training
- Specialist Passenger Transport Trainers
- Excellent Examination Pass Results

Call FREE now on 0800 3283297 (CBW0305)

www.specialisttraining.co.uk **equiries@specialisttraining.co.uk**

TRIMMING

AHEAD OF THE REST

www.ahead-of-the-rest.com
14 and 15
THURNSCOE BUSINESS CENTRE,
PRINCESS DRIVE, THURNSCOE,
NR ROTHERHAM,
S/YORKS S63 0BL

New pillows, will fit with or without Velcro on seats; curtains, H covers and pillows all co-ordinated colours, seersucker, polyester, cotton drill and t.bag headcovers most colours, ties, epaulettes, badges etc. Screen printing and in house embroidery service.

Phone or fax

(01709) 894804

8887/TRI

EASTGATE

COACH TRIMMERS

Supplying the Bus and Coach Industry with quality seat retrims and interior refurbishment

Complete flooring service
Centre gangways/full floors re-laid

Collection and delivery service anywhere in the UK seven days a week

Tel: Fax: 01751 472229

email:info@eastgate-coachtrimmers.co.uk

Web: www.eastgate-coachtrimmers.co.uk

9641/TRM

VEHICLE SPARES

AVON DIESEL

LEYLAND AEC

RECONDITIONED
ENGINES
HEADS
BLOCKS
CRANKSHAFTS
ZF REPAIRS
S/AUTO GEARBOXES

BEDFORD DAF

9650/VEH

01454 313805

A COACH ADVERTISED HERE is in an enviable position . . . the best classified pages around. Ring FREE on 0800 328 0471 for friendly service *and* results. (F4)

To advertise on these pages please contact LUCY on 0870 062 6762

VEHICLE SPARES

TREVOR WIGLEY & SON BUS LTD

Hydrocyclic Gearboxes

TLII Engines, manual and semi spec, National, MkII, DAF MB 1160, Volvo THD 100D-ED, Nat II.

ZF Manual Gearboxes, overhauled and repaired - call for costs.

Professional service for Breakdowns.

Purchasing of redundant vehicles, single to large fleet.

Fitting of all units available at reasonable costs.

Call: **01226 723147**
Night Lines: **01226 713636/ 716479**
Fax: **01226 700199**
Email: **wigleys@btconnect.com**
www.twigley.com

9716/VEH

APPOINTMENTS & TENDERS

Halton Transport — Operations Manager

£24,000 p.a.

We are looking for a suitably qualified enthusiastic person, reporting to the Traffic Director, to manage the day to day traffic operations of the company.

The key attributes are ...
- Membership of Institute of Logistics & Transport
- Computer literacy
- Scheduling expertise
- Strong management / negotiating skills

The principal functions are ...
- Recruitment, training and management of drivers and inspectors, including disciplinary measures.
- Liaising with local authorities, with particular regard to highway issues plus production of data for concessionary travel etc.
- Scheduling of 62 buses and 100 drivers.
- Investigate passenger complaints & insurance claims.
- Monitoring of traffic related expenditure.

The successful applicant will gain a good all round knowledge of all aspects of bus operations.

Phone us on 0151 423 3333 for an application form and job description (also on our website at www.haltontransport.co.uk) - speak to David Steadman for any further information. Closing date for applications will be Monday 21 February 2005

Halton Transport, Moor Lane, Widnes WA8 7AF

7000/APP

We Repair or Replace VISCOFANS

For TRUCKS AND BUSES
Nationwide Delivery/Collection
Most credit cards accepted

Technical Services (UK) Ltd
Tel: **01274 637851** Fax: **01274 637852**
www.technical-services.co.uk
www.viscofans.com

8784/VEH

VEHICLE CHECKS

ESSENTIAL PREVENTATIVE MAINTENANCE SYSTEMS

SUPPLIES Drivers Daily Defect Books, Maintenance Inspection pads and Wall planners

Approved by Traffic Commissioners' and V.O.S.A.

HIGH QUALITY, RAPID DELIVERY
Books £3.60. Pads £4.00. Wall Planners £10.00 all ex-VAT
Sample sheets can be faxed.
Tel orders: 01329 280280.
Fax: 01329 221010
Email: info@wardint.co.uk
EXPERTS IN OPERATORS LICENSING, PUBLIC INQUIRIES AND ALL TRANSPORT RELATED MATTERS
Ward International Consulting
Funtley Cour, Fareham, Hants, PO16 7UY

9459/VEC

WORK WANTED

DO YOU WANT ANY WORK COVERING?

WELL I'M YOUR MAN GO ANYWHERE — ANY TIME
Vast experience — Europe/UK
Reasonable rates
Contact:
01280 814133
or 0789 995 6115

9722/WW

APPOINTMENTS & TENDERS

TENDER

HBS FOR BEDFORDSHIRE COUNTY COUNCIL

TENDER FOR THE SUPPLY OF 70-SEATER COACHES

Tenders are invited for the supply of 70-seater coaches.

Tender documents are available from Tracey Cook, Procurement Adviser, HBS Operational Procurement, County Hall, Cauldwell Street, Bedford MK42 9AP. Tel: (01234) 228609 Fax: (01234) 228637. Email: operational.procurement@bedscc.gov.uk

Completed documents to be returned by: 12 noon, Monday 21 February 2005

Roger Wansbrough, County Solicitor, County Hall, Cauldwell Street, Bedford MK42 9AP

This information was despatched to OJEU on 14 January 2005

9720/TEN

solentblueline

ENGINEERING MANAGER

A reorganisation has created a vacancy for an Engineering Manager, to take responsibility for our fleet of around 70 vehicles.

While the successful candidate will of course ensure that all our vehicles and premises are maintained in line with all relevant legal standards, above all he or she will recognise the importance of meeting the high expectations of customers and staff, that our vehicles should be safe, reliable, smartly presented and comfortable to travel in and drive.

The postholder will be an excellent leader and motivator of our engineering staff, ensuring that they feel part of a successful team, driving up standards and providing first class service to other parts of the business.

He or she will nevertheless recognise the importance of tight cost control and will possess appropriate budgetary skills.

Reporting to the Service Delivery Director, as part of a new management team the postholder will play a key role in helping us to develop and expand our business at an exciting time for public transport in South Hampshire.

Applications with CV should be addressed to Phil Stockley, Managing Director, Solent Blue Line, Barton Park, Eastleigh SO50 6RR or pstockley@solentblueline.com, to be received by 18th February 2005.

9732/TEN

Coach & Bus Week offers you the perfect platform to advertise your vacancy, because it is the only magazine in the PSV industry with a valid **Recruitment & Tender Section.**

A **guaranteed marketplace** with a pass on readership of approx 15,000 'hits' per week, guarantees your advert being read, as research has shown that readers pore over the Classified Section, where Recruitment & Tenders forms an integral part.

As your advert will appear in the **market leading magazine** within the PSV industry, it will promote high quality applications with the specific and relevant Industry knowledge and background.

For further information or to book your recruitment ortender advert, contact:

Lucy Tel: 0870 062 6762 Fax: 01733 467770
Email: lucy@emap.com

Britain's premier minibus selection

Direct from the UK's leading vehicle adaptation specialist

Welcome to Britain's most extensive range of standard & wheelchair accessible minibuses, designed to meet a wide range of transport needs. Whatever the nature of your business, we have the make, model and specification to meet your needs.

Peugeot MONARCH

Available exclusively from Allied Vehicles

Volkswagen Transporter

Allied Vehicles - exceptional quality; exceptional choice; unbeatable value.

PRICE BREAKTHROUGH! £1000 CASHBACK*

- Variable seating arrangements
- 5 years unlimited mileage warranty
- Optional wheelchair access (ramp or tail-lift)

UNBEATABLE PRICES

9 seat	from	£16,195 + VAT
12 seat	from	£17,995 + VAT
15 seat	from	£20,195 + VAT
17 seat	from	£20,495 + VAT

FAST LANE
Available for Immediate Delivery

PEUGEOT MONARCH

9 seat, 250 low roof, 2.0 HDi, white	£16,195 + VAT
9 seat, 250 low roof, 2.0 HDi, aluminium	£16,495 + VAT
12 seat, 290 roof roof, 2.0 HDi, white	£17,995 + VAT
12 seat, 290 low roof, 2.0 HDi, aluminium	£18,295 + VAT
7 seat + 3 wheelchair + hydraulic tail lift, 350 LWB, high roof, 2.0 HDi, aluminium	£23,600 + VAT
10 seat, 2 wheelchair, 290 SWB, high roof, 2.0 HDi, white	£19,955 + VAT

Call now for our full stock list

Mercedes Vito

Volkswagen LT

Renault Trafic

Fiat Ducato

Citroen Relay

Iveco Daily

Volkswagen Caravelle

Ford Tourneo

Mercedes Sprinter

Ford Transit

Peugeot Eurobus
Exclusively available from Allied Vehicles

0800 916 3037

www.alliedvehicles.co.uk/bus

Allied Vehicles

Driving For Perfection

VENTURA

2000 'X'
Volvo B10M GL,
Plaxton Paragon Platinum,
49 Exec, Toilet, TV - Video,
New MOT

1998 'R'
Volvo B10M,
Plaxton Excalibur,
49 recliners A/C, Centre Toilet,
Boiler Cooler, 1 Owner.
MOT Nov 05

2001 'X'
Volvo B10M,
Plaxton Excalibur Auto,
49 recliners A/C Rear toilet,
MOT Aug 05

1996 'P'
Dennis Javelin Unistar,
'stR, All age belts, Low mileage
New MOT

1995 'M'
Scania Irizar,
K113 Tri-axle,
49 luxury recliners, A/C,
Toilet, TV - Video, Boiler Cooler,
MOT Nov 05

2001 'X'
Volvo B10M GL
Caetano Enigma Auto,
A/C, Rear Floor Mount Toilet,
Rear Continental Door,
Excellent condition,
New MOT

1996 'N'
Toyota Optimo III,
18 recliners GL,
Power door, Radio PA,
MOT March 05

2000 'X'
Scania Irizar Century L94,
53str, Auto, A/C,
Recently repainted,
New MOT

1997 'P'
Volvo B10M,
Plaxton Premiere,
53 recliners,
New MOT

2000 'V'
MAN 11.220 Indcar Eco 3,
7 Exec, Courier, Reverse Camera,
A/C, TV-Video,
New MOT

1999 'T'
Dennis Dart SLF,
Caetano Compass 10.6m,
31str + 19 stand,
w/c space, choice,
New MOT

1997 'P'
Setra S250 special,
49 Exec, A/C, rear W/C,
TV - Video, Courier, Retarder,
MOT Dec 05

■ MORE IN STOCK ■ FINANCE ■ PART EXCHANGE ■ RENTAL

UNIT 39, HOBBS IND EST, NEWCHAPEL, LINGFIELD, RH7 6HN

TEL: 01342 835206 FAX: 01342 835813 EMAIL: INFO@VENTURASALES.CO.UK